

AMERICAN
RAILROAD JOURNAL.

**STEAM NAVIGATION, COMMERCE, FINANCE,
INSURANCE, BANKING, MINING, MANUFACTURES.**

HENRY V. POOR, *Editor.*

SATURDAY, APRIL 6, 1861.

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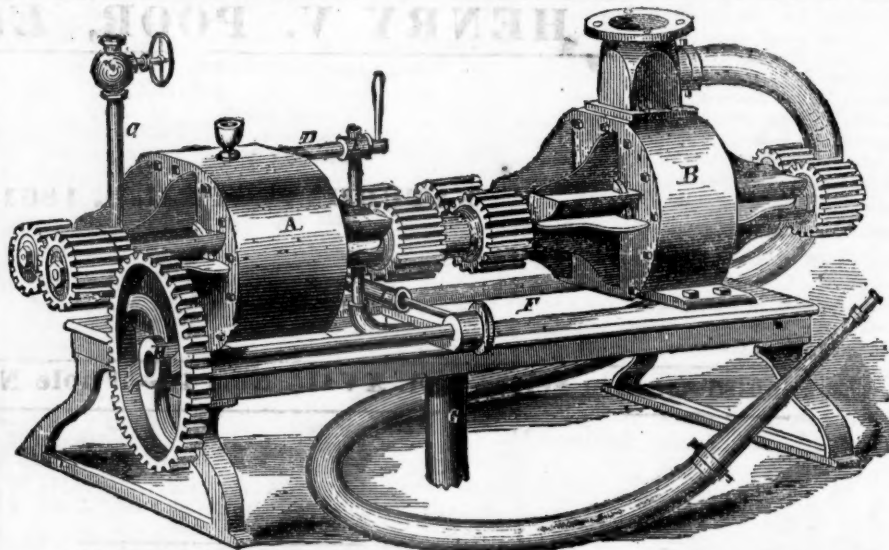
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SECOND QUARTO SERIES, VOL. XVII., No. 14.]

SATURDAY, APRIL 6, 1861.

[WHOLE No. 1,803, VOL. XXXIV.

Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the Journal.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. NO. 9 SPRUCE ST.

New York, Saturday, April 6, 1861.

Public Debt of the U. S.

The annexed is an official statement of the amount of the public debt of the United States on the 7th inst.:

Loan.	Rate—per cent.	Under what Act.	Redeem-able.	Amount.
1842.6 April 15, '42.	Dec. 31, '62..			\$2,883,364 11
1846.6 July 22, '46.	On demand ..			1,000 00
1847.6 Jan. 28, '47.	Jan. 1, '68..			9,415,250 00
1848.6 Mar. 15, '48.	July 1, '68..			8,908,341 80
1858.5 June 14, '58.	Jan. 1, '74..			20,000,000 00
1860.5 June 22, '60.	Jan. 1, '71..			7,022,000 00
1861.6 Feb. 8, '61.	Dec. 31, '80..			8,006,000 00
Texas In-				
dem't, Sept. 9, '50.	Jan. 1, '65..			3,461,000 00
Texas Debt	On demand ..			181,818 19
Old funded and un-				
funded debt.....	On demand ..			114,118 54
Treasury notes issued				
under acts prior to				
1857	On demand ..			104,811 64
Treasury notes issued				
under act, Dec. 23,				
1857	1 y. after date.			4,876,700 00
Treasury notes issued				
Dec. 17, 1860....	do.			10,010,900 00
Total.....				\$74,985,299 28

North Missouri Railroad.

We have received the report of this company for the fiscal year ending April 1, 1861, from which we learn that the receipts for the ten months ending February 1, were:

From passengers	\$144,826 39
" freight.....	132,181 18
" mails	14,166 66
" rents	1,253 80

Total earnings for 10 months\$292,428 08

And the expenditures were:

Repairs of road	\$34,136 07
" bridges, build- ings, etc....	2,749 09
" engines & ten- ders.....	19,183 47
" cars	13,424 42
" tools and ma- chinery	1,523 43
Ferriage.....	9,367 51
Fuel	21,644 46
Hauling freight & baggage	11,282 37
Loss and damage	4,114 77
Oil and waste	4,480 52
Agents and clerks	19,534 31
Conductors, enginemen, etc.....	34,449 04
All other expenses.....	37,563 61
	213,453 07

Net receipts for 10 months.....	\$78,974 96
Add uncollected freight bills for Jan'y	2,862 55
Add net earnings for February and March, same ratio (\$8,137 75 per month)	16,367 50
Add increase in mail earnings for February and March	1,416 66

Approximate net earnings for the year. \$99,621 67

The report was prepared thus early, in order to have it in print at the time of the annual election for directors on the 1st inst.

The net revenue has been applied in construction, in the purchase of rolling stock, and in the payment of floating debt, consisting of land damages, interest to the city of St. Louis, fencing, and many other items of indebtedness incurred by the preceding administration.

The gross receipts show an increase over those of last year. Of the net earnings the report says:

The report submitted to the stockholders April 1, 1859, shows the net earnings of the road from August, 1855, to that date—a period of three years and seven months—to be \$38,062 30. Dur-

ing this time the road was in progress of construction to Hudson, a distance of 168 miles, until February, 1858; and in the report submitted to the Board of Public Works, which was by them reported to the State authorities in the fall of 1859, the net earnings of this road for the year are set down at about \$8,000.

In the report to the Board of Public Works, published in the fall of 1860, the net earnings for thirteen months up to November, 1860, are shown to be \$96,731 79. This report to the stockholders shows the gross receipts for the year 1860, ending April 1, to be \$332,918 09; expenditures, \$275,336 90; leaving the net earnings \$57,581 19.

For the year ending April 1, 1861, (February and March being estimated at the same ratio as the average for the ten months previous,) is \$99,621 67.

Thus, in three years, the net profits have been \$8,000 for the first year, \$57,581 19 for the second year, and \$99,621 67 for the third year.

The cost of the road and equipment, to the date of the report, as stated in the annexed balance sheet, exclusive of interest and discount and commissions, amounts to \$5,521,503 15, or \$32,747 04 per mile. Including discount, etc., on bonds, it is \$37,682 70 per mile.

The equipment of the road now consists of 22 engines and tenders; 19 passenger, 5 baggage, 271 freight, and 115 gravel and hand cars. In reference to the purchase of new equipment, etc., the report says:—

The Board of Directors, at a meeting in April last year, authorized the purchase of four new locomotives, and as many as eighty freight and stock cars. The lack of sufficient rolling stock to do the business of the road in the winter of 1859 and '60 was greatly felt, and it was deemed actually necessary to purchase these additions; but owing to the greatly diminished amount of business done in the west, and the almost entire failure of the crops, the want of rolling stock has not been so greatly felt during the past winter. The four locomotives were contracted for with the Schenectady Locomotive Works, by J. B. Moulton, Esq., Chief Engineer and Superintendent, and have been delivered and paid for, and are of a quality not excelled by any west of the Mississippi river, having given entire satisfaction.

Of the eighty cars, Messrs. S. B. Lowe & Co. of St. Louis, contracted to build forty, twenty of which can be used as close box, or stock cars, and twenty flat cars, that can also be used in the transportation of hogs. These were delivered last fall, and are of the first quality; for which there is at present owing only \$2,900. After this contract was made, it was thought best by the President

and Superintendent to postpone contracting for the other forty for the present. Besides these, seventy-five freight cars that had been re-roofed and repaired at considerable expense, have greatly increased the quantity and value of the rolling stock.

Several new station houses, switches, and water stations have been built, additions to machine shops, car, engine, and freight houses have been made, and other necessary structures have been built. These extraordinary expenditures have consumed the net earnings, and left the floating debt about what it was at the commencement of the year.

The number of passengers carried has been 85,632—equal to 28,019 through passengers. The number of miles traveled by all passengers was 4,626,337. The average distance traveled by passengers was 54 miles. The local through passengers were 4,257; and the through passengers west of Hudson, 4,513. The average fare charged per mile was 35.7; average fare charged each passenger \$1.98.

The road is completed and in running order to the crossing of the Hannibal and St. Joseph Railroad, 168 miles. In reference to its extension north, the report says:

Nothing has been done towards the construction of the road north of the crossing, further than was noticed in the previous annual report up to that time. A contract was entered into with Messrs. J. & J. Kelly to construct 57½ miles, beginning at the crossing, for the low price of \$15,000 per mile, payable in State bonds at par (if granted), and the subscriptions of Adair and Schuyler counties. Under that contract they went to work in the fall of 1859, and graded 12½ miles ready for the superstructure; by the terms of an agreement between the company, the counties and the contractors, they were to do no more work than what the amount the company had power to call on the counties of Adair and Schuyler for in any one year would pay for; they, however, went on and did work to the amount of \$80,400, under the contract, for which the counties issued to them their bonds for \$29,500, and the company the equivalent of State bonds to the amount of \$22,554, leaving a balance of \$28,346, for which they have no claim on the company until they have as much as five miles more finished, and then the percentage retained would cover this balance. If the company could possibly raise the means to iron this 12½ miles of graded road during the present year, it would be of great benefit to the road, as it reaches nearly to the town of Atlanta, the northern boundary of Macon county; far enough north of the crossing to give your road all the business of *North Missouri*, without competition.

The directors are also interested in the construction of the Missouri River Valley railroad; and having a just appreciation of its value to their road when built, have done all in their power to to assist in its construction.

In regard to the non-payment of interest on the State bonds by the company, the president says:—

The present administration has been unable to pay any part of the interest on State bonds the past year, notwithstanding the net receipts amount to nearly \$100,000. It will be remembered, that the failure to pay State interest, January 1st, 1859, forfeited not only the right to draw the \$1,000,000 State bonds, applicable to the construction of the road north of the Hannibal and St. Joseph Railroad, but also forfeited \$150,000, applicable, south of the crossing, which is needed to fully equip and ballast that portion of the road. It should also be known, that when the road was opened to the crossing that an insufficient amount of rolling stock had been provided, and that very poor accommodations in the

way depot buildings, station houses, water stations, and provisions for offices, car and engine houses, built in the city, and along the line of road have been made, that were really necessary for the successful operation of the road and the comfort of its patrons,—all of which it has been the policy of the present Board to remedy so far as it was possible, from the net income of the road, believing it to be for the best interest of the State, the stockholders, and the public.

The expenditures, assets and liabilities of the Company to February 1, 1861 were as follows:

LIABILITIES.	
Capital stock.....	\$2,594,100 00
State of Missouri.....	4,350,000 00
Forfeited stock.....	16,178 62
Bills payable.....	34,962 13
Schuyler Co.....	15,000 00
Adair Co.....	14,500 00
Donations for depots.....	6,744 14
Due Individuals.....	2,038 73
Auditors Vouchers and unpaid pay rolls.....	59,428 93
Transportation Account.....	143,499 50
	\$7,236,452 05

EXPENDITURES.	
Construction of first Division.....	\$ 806,833 05
" second ".....	3,815,834 83
Engineering.....	203,991 84
Machinery and tools.....	27,912 28
Machine shop and engine houses....	16,646 20
Land damages.....	148,226 50
Office expenses, printing, &c.....	5,804 59
Equipment.....	496,254 36
Discount on bonds.....	710,282 84
Interest and discount.....	583,394 70
Expense account.....	81,287 90
J. & J. Kelly, contractors.....	52,054 00
City of St. Louis.....	15,000 00
Insurance etc.....	406 14
Profit and loss.....	2,265 04
Due by stockholders.....	\$169,888 79
Real estate.....	83,297 41
Bills receivable.....	4,974 04
Cash, and cash items.....	12,148 04
	270,308 28
	\$7,236,452 05

The office of this Company is at St. Louis, Mo. The officers are:

President.—J. C. EDWARDS.

Vice President.—JOHN SEXTON.

Chief Eng. & Gen'l. Supt.—J. B. MOULTON.

Sec. and Treas.—JOHN LEE, Sr.

Master of Machinery.—M. M. NEWAL.

Covington and Lexington Railroad Mortgage Bonds.

W. A. DUDLEY, Esq., the Commissioner who sold the Kentucky Central Railroad by order of Court, gives notice that holders of coupons of the second mortgage bonds due September 1, 1858, March 1, 1859, and September 1, 1859, and the coupons on the preferred third mortgage bonds, due June 1, 1858, December 1, 1858, and June 1, 1859, and yet unpaid, must present them to him for payment on or before the 1st day of June next. Such as are not presented at that date will be barred, and no payment will be made.

The coupons on the second mortgage bonds, due September 1, 1859, and those on the preferred third mortgage due June 1, 1859, can not be paid before the 5th of April next, on which day the third instalment of the purchase money of the road becomes due. The other coupons named above will be paid at any time on presentation to Mr. Dudley, at Lexington Ky., on or before June 1.

Wrought-Iron Cannon.

The Phoenix Iron Company, at this place, intend making next week a number of Mr. Griffin's patented wrought-iron cannon for the Government. We have spoken previously of the durability and the superiority these cannon have over all others. The same works have for some time been engaged in making iron girders or beams for new buildings, fifteen inches high and of any length required. In this, this Company have been able to exceed the British works, they not being able to make more than nine inches high. The Phoenix Iron Company have orders to make iron girders twenty-four inches high, and are now making a new set of rollers to execute the order. They are also making railroad iron for different railroad companies, and merchant iron of every description.—*Phoenix*.

The Brighton Iron Girder Bridge.

We copy from the *Journal of the Franklin Institute* for March the following description of the Iron Girder Bridge over Watertown road in Brighton, built by Messrs. Wm. Adams & Co., of Boston, for the Boston and Worcester Railroad Company. The paper was prepared by EDWARD S. PHILBRICK, Esq., C. E., from whose designs and under whose supervision, we are informed, the work was carried out:

Though this structure differs in many of its details from any bridge of the kind hitherto constructed, the same ratio was used in the proportioning of the metal to the strains incurred as in other similar English and American structures, viz: a maximum tensile strain of four and one half tons, and a compressive strain of four tons per square inch of section, incurred by a live load of one ton per lineal foot of track.

It consists substantially of three girders of the I form, supporting on their tops a floor and double track railway, the girders being braced against each other in a thorough and rather peculiar manner.

The span is eighty-six feet and ten inches between bearings, approaching the limit where a tubular form would be preferable to a series of separate girders, and therefore requiring a degree of strength unusual in the I form of girder. The middle girder, having sometimes to support two trains at one, should they chance to meet on the bridge, is made proportionally strong and rigid, as fully proved by the test load, described below.

The great obliquity of the bridge (there being an angle of only 21° 30' between the tracks and the abutments), while largely increasing the length and cost of both masonry and superstructure, is an advantage when compared with right angled bridges of similar span, because each girder is here supported laterally by the abutment itself throughout one third of its length.

The horizontal members at the top and bottom of the girders, devoted to resisting the compressive and tensile forces respectively, are all two feet in width, varying in thickness to conform to the strains to which they are subject. Their joints are spliced with plates of the same width, on both sides. They are attached to the vertical sheets or web by a four by four inch (4" x 4") angle iron on each side of the latter, passing along the centre of the horizontal plates. The joints of these angle irons are also spliced with a patch of similar form. All abutting joints are accurately planed, as well as all sides of the sheets forming the web.

The sheets of the web of each girder are 3-8ths and 7-16ths of an inch thick, seven and a half feet high, and six feet three inches in width between joints. These vertical joints are abutted and covered by a batten, 8 inches wide on each side, and secured by a double row of rivets. Outside of these battens, on each side, is a vertical angle iron with a base of three inches, and a projecting flange of six inches width, secured by the same rivets with the battens. Each end of these angle irons is bent out like a knee and attached by two rivets to the top and bottom members of the girder. In the middle of each sheet, or midway between these

kneed ribs, is another vertical angle iron on each side, of the same dimensions, to check the vibration of the sheets, the ends of these being off-set and riveted through the horizontal angle irons which form the connections between the vertical member or web and the horizontal plates at top and bottom.

The method usually adopted for joining these web plates to each other in other plate iron bridges, is to place a T iron on each side of the joint, the head of the T forming the batten, and the stem forming the rib. Having found these T irons beginning to split in a number of English bridges, owing to the weakness of the iron along the junction of the head and stem of the T, and finding no T iron of sufficient strength rolled in this country or to be obtained from England at a moderate cost, I preferred the arrangement described above, which the event has proved to be a decidedly stronger joint than the English one, and, at the same time, a cheaper one in our market.

As the tracks lie above the girders, ample opportunity is afforded for diagonal bracing between them, to maintain their perpendicularity and check vibration.

The ordinary mode of applying this bracing and that practised by English and Canadian engineers, is to attach at intervals of about 10 feet diagonal strips of plate iron to the vertical ribs, crossing each other like the letter X, and riveted together at their intersection. But the height of our girders being unusually great (7 1-2 feet), as well as the horizontal distance between them (11 feet), these braces might flap and vibrate under express trains to such an extent as to bring undue strain upon their attachments and render them nearly useless. To obviate this, I formed each brace of two pieces of plate iron, six inches wide and three-eighths of an inch thick, connected at right angles to each other by a 1 1-2 inch angle iron riveted to each, giving a section similar to an angle iron, six inches wide on each side of the angle. As the two members of the X are placed back to back, they are riveted together at their intersection. In order to get the strongest available attachment between these braces and the vertical ribs of the girders, that half of each brace which does not lie in a vertical plane was heated at the ends and each end twisted 90°, allowing it to be attached to the ribs alongside the other strip, with the plane of which it here coincided. The result has been fully satisfactory, for the passage of heavy trains at high speed produces far less vibration than in many similar bridges which I have had the opportunity to examine, in this country, and in England and France.

The rivets are, with a few exceptions, all of one inch diameter, being heated and headed in the usual manner.

The rivet holes were all drilled, being, as I believe, the first case of the kind in a work of this size. It can hardly be doubted that drilling secures a cleanness of cut, if not an accuracy of position, unattainable by punching. The drill neither disturbs the fibre of the iron near the hole, nor bends or stretches the plates like a punch; circumstances which often render it difficult for punched plates to be accurately fitted to each other, or to have that exact correspondence of holes which is indispensable to a first rate joint.

This bridge is to be subject to a traffic of some forty-five trains daily, many of which trains weigh 400 tons. Previous to opening it to the traffic, it was tested as follows:

A large pile of iron rails was distributed over the floor, and a train placed on each track, weighing in all 159.3 gross tons. The deflections were carefully observed at the centre of each girder, the load then removed and a second observation taken, after which the load was replaced and again removed, with two more observations. The first loading produced a permanent set of 0.26 inches, a considerable portion of which may doubtless be attributed to the bearings on the abutments, where a white oak cushion, four inches thick, was interposed between the iron and masonry. The second loading of the bridge brought the girders down to exactly the same point as the first, the deflections being given below with the

loads upon each girder. On removing the load, these deflections disappeared entirely.

	Tons load.	Deflection.
North girder	37.15	0.39 inches,
Centre girder	79.65	0.33 "
South girder	42.50	0.45 "

The unequal distribution of the load upon the north and south girders was due to the different weight of the engines placed on the two tracks, a difference which was not intended, but which served to show how nearly the deflections vary with the weights producing them, proving the great uniformity of the workmanship in the three girders, while the rigidity of the centre girder is shown to be fully equal to its double duty.

The materials used in this bridge were entirely of American manufacture. Before determining on the kind of plate iron to be used, I availed myself of the kindness of Capt. Rodman of the U. S. Arsenal at Watertown, and the excellent apparatus under his charge, to test a variety of samples of boiler plate, with a view of comparing both their ultimate tensile strength and their extensibility when subjected to tension increased by certain known degrees at will. I give the description of the kind of iron of which each sample was composed. The great uniformity of the lower grade of iron (3d experiment), together with its great tensile strength, authorized its use in our bridge whenever it could be introduced without change of form. Wherever such change is required, however, I could not recommend it, as in the case of steam boilers, &c.

FIRST EXPERIMENT.—THREE PIECES FROM SAME SHEET.															
First piece.				Second piece.				Third piece.							
Tensions per square inch.	While under tension.	After ten- sion was removed.	Elongations.	Tensions per square inch.	While under tension.	After ten- sion was removed.	Elongations.	Tensions per square inch.	While under tension.	After ten- sion was removed.	Elongations.				
5,000 lbs...	.00034	.00013	.00020	.00001	.00001	.00020	.00000	10,000	..	.00060	.00015	.00033	.00002	.00046	.00002
15,000	..	.00079	.00018	.00058	.00003	.00008	.00003	20,000	..	.00091	.00020	.00068	.00004	.00097	.00005
20,000	..	.00091	.00020	.00087	.00019	.00019	.00113	25,000	..	.00119	.00026	.00096	.00007	.00126	.00012
25,000	..	.00119	.00026	.00132	.01132	.01132	.01269	30,000	..	.00161	.00036	.00159	.01269	.01234	.01186
30,000	..	.00161	.00036	.03942	.03942	.03942	.03742	35,000	..	.00974	.00946			.02856	.02732
35,000	..	.00974						40,000	..	.03694					
40,000	..	.03694	{ did not recover. }	.10942				45,000	..						
45,000	..	.10860	and broke.					50,000	..						
								55,000	..						
								60,000	..						
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and worked twice. Finding it possessed a high degree of elasticity, we adopted it for the bridge-work wherever the plates required no change of form.

The Erie Railroad.

The following is a synopsis of the bill which has passed the Legislature for the re-organization of the Erie Railroad:

Sec. 1. Provides that Dudley S. Gregory and J. C. Bancroft Davis, Trustees between the creditors and shareholders of the New York and Erie Railroad Company, and such persons as may associate with them, shall become a body corporate upon filing with the Secretary of State articles of association, in which the capital stock of the company shall be stated at an amount not exceeding that of the New York and Erie Railroad Company; and the preferred stock shall be equal to the total unsecured and judgment debt of said company, with the interest thereon.

Sec. 2. The holders and owners of unsecured and judgment debts against the company, entitled to receive the preferred stock for their respective debts and interest, shall present the same before July 29, and in payment of the *pro rata* assessments as levied thereon by the Trustees, shall be entitled to receive said stock. In case of dispute as to any claims or the amount thereof, final adjudication shall be made by the referee as ordered by the Supreme Court under the fifth mortgage, or by such other reference as the Court may order.

Sec. 3. Upon the final report of the referee the Erie Railway Company shall file a further certificate with the Secretary of State, stating the whole amount of the preferred stock to be issued, which shall not exceed the amount settled by the trustees or adjudicated by the referee, and the amount of the preferred and unpreferred stock shall be as declared in said certificate.

Sec. 4. The preferred stock to be entitled to dividends out of the net earnings if earned in the current year, but not otherwise, not to exceed 7 per cent. per annum, payable semi-annually after payment of mortgage interest and delayed coupons in full. Holders of the preferred to have the same vote as the holders of the common stock.

Sec. 5. We cite in full: No suit or proceeding shall be commenced against the Receiver of the New York and Erie Railroad Company, (unless founded on wilful misconduct or fraud in his trust,) except such as shall be commenced before the expiration of 60 days from the time of the discharge of such Receiver; but it is further provided that, after the expiration of the said 60 days, the corporation that shall own or operate said railroad shall be liable in any action that may be commenced against said company, and founded on any act or omission of such Receiver, (for which he may not as aforesaid be sued,) and to the same extent as said Receiver, but for this act, would be or remain liable, or the same extent that such corporation would be, had it done or omitted the acts complained of against such Receiver.

Sec. 6. The act to take immediate effect.

Scinde and Punjab (India) Railway.

The agent reports that the last arch of the Bahrum viaduct on the Scinde, the principal engineering work on the line, had been keyed in on Christmas Eve, that the roadway was to have been completed before the night of December 31, and that by the middle of March they would be in a position to commence traffic. The works along the whole course of the Punjab are also rapidly progressing towards completion. The embankments are in a forward state, the cost of which ready for the reception of the permanent way was stated to average under 200¢ per mile. Large quantities of rails, chairs, and other materials had been deposited along the line at a moderate rate of charge. Above 36,000 tons of permanent way material and rolling stock had been shipped to India, while about 5,000 tons remain to be forwarded.

New Railroad Time Tables.

The Railway Convention held at Cleveland last week, adopted the following time tables for the summer of 1861. It goes into effect on the 15th of April:

GOING WEST.

TRAINS WEST FROM NEW YORK.

Leave New York.	7.00 a.m.	11.00 a.m.	5.00 p.m.
Leave Albany.	12.20 a.m.	5.00 p.m.	11.15 p.m.
Arrive at Buffalo.	10.30 p.m.	5.30 a.m.	10.00 a.m.
Leave Buffalo.	10.30 p.m.	6.30 a.m.	10.00 a.m.
Arrive at Cleveland.	5.30 a.m.		5.20 p.m.
Leave Cleveland.	6.00 a.m.		5.50 p.m.
Arrive at Toledo.	10.20 a.m.		10.15 p.m.
Leave Toledo.	10.25 a.m.		10.25 p.m.
Arrive at Chicago.	8.00 p.m.	5.00 a.m.	8.00 a.m.

CANADA SHORE.

Leave Suspension Bridge.	10.40 p.m.	5.45 a.m.	10.30 a.m.
Leave Detroit.	7.30 a.m.	4.15 p.m.	7.45 p.m.
Arrive at Chicago.	8.00 p.m.	5.00 a.m.	8.00 a.m.

SOUTH FROM CLEVELAND.

Leave Cleveland.	6.10 a.m.	2.30 p.m.	6.00 p.m.
Arr. at Columbus.	11.10 a.m.		9.00 p.m.
Arr. at Indianap.	6.30 p.m.		6.00 a.m.
Arr. at Cincinnati.	3.30 p.m.		5.00 a.m.
Leave Cincinnati.	4.50 p.m.		5.20 p.m.
Arrive at Odin.	5.10 a.m.		5.10 p.m.
Arrive at St. Louis.	7.50 a.m.		7.50 p.m.

SOUTH FROM INDIANAPOLIS.

Leave Indianapol.	6.30 p.m.	6.30 a.m.
Leave Louisville.	12 night.	12.00 m.
Leave Nashville.	9.30 a.m.	9.00 p.m.
Leave Clarksville.	9.00 a.m.	9.50 p.m.
Leave Humboldt.	4.30 p.m.	4.30 a.m.
Arr. at Memphis.	9.00 p.m.	9.30 a.m.
Leave Nashville.	6.00 a.m.	6.30 p.m.
Arr. at Memphis.	9.00 p.m.	9.30 a.m.

SOUTH FROM CHICAGO.

Leave Chicago.	6.40 p.m.	6.40 a.m.
Arrive at Odin.	5.10 a.m.	5.10 p.m.
Arrive at Cairo.	10.40 a.m.	10.40 p.m.
Arrive at Columbus, Ky.	12.45 p.m.	12.45 a.m.
Arr. at Jackson, Tenn.	5.15 p.m.	5.15 a.m.
Arrive at Canton, Miss.	7.15 a.m.	7.15 p.m.
Arr. at N. Orleans.	6.15 p.m.	6.15 a.m.

WEST FROM CHICAGO.

Leave Chicago.	9.30 p.m.	9.30 a.m.
Arrive at Prairie du Chien.	10.30 a.m.	7.30 p.m.
Arrive at St. Paul.		5.30 p.m.

GOING EAST.

TRAINS NORTH FROM NEW ORLEANS.

Leave N. Orleans.	6.30 a.m.	6.30 p.m.
Leave Canton, Miss.	5.30 p.m.	5.30 a.m.
Leave Jackson, Tenn.	7.30 a.m.	7.30 p.m.
Leave Columbus, Ky.	12.45 p.m.	12.45 a.m.
Leave Cairo.	4.00 p.m.	4.00 a.m.
Leave Odin.	9.40 p.m.	9.40 a.m.
Arrive at Chicago.	8.50 a.m.	8.50 p.m.

EAST FROM MEMPHIS.

Leave Memphis.	4.00 p.m.	5.00 a.m.
Leave Humboldt.	8.45 p.m.	8.45 a.m.
Leave Clarksville.	5.00 a.m.	4.00 p.m.
Leave Nashville.	5.00 a.m.	4.00 p.m.
Leave Louisville.	1.30 p.m.	11.20 p.m.
Leave Jeffersonv.	2.20 p.m.	12.20 a.m.
Arr. at Indianap.	8.00 p.m.	5.20 a.m.
Leave Memphis.	4.00 p.m.	5.00 a.m.
Arr. at Nashville.	8.00 a.m.	7.00 p.m.

EAST FROM ST. LOUIS.

Leave St. Louis.	7.00 a.m.	4.30 p.m.
Leave Odin.	9.40 a.m.	7.10 p.m.
Arr. at Cincinnati.	10.00 p.m.	6.00 a.m.
Leave Cincinnati.	10.00 a.m.	10.20 p.m.
Leave Indianapol.	8.00 p.m.	5.30 a.m.
Leave Columbus.	8.15 p.m.	3.20 a.m.
Arr. at Cleveland.	8.50 p.m.	9.20 a.m.

EAST FROM CHICAGO.

Leave Chicago.	7.30 a.m.	8.00 p.m.	5.00 a.m.
Leave Toledo.	5.00 p.m.	5.30 a.m.	
Arr. at Cleveland.	9.00 p.m.	9.30 a.m.	
Leave Cleveland.	9.20 p.m.	10.00 a.m.	4.30 p.m.
Arrive at Buffalo.	4.20 a.m.	5.25 p.m.	10.25 p.m.

CANADA SHORE.

Arrive at Detroit.	6.30 p.m.	7.15 a.m.
Leave Windsor.	7.30 p.m.	8.15 a.m.
Arrive at Suspension Bridge.	4.00 a.m.	5.00 p.m.

EAST FROM BUFFALO.

Leave Buffalo.	5.00 a.m.	6.00 p.m.	10.55 p.m.
Leave Suspension Bridge.	4.45 a.m.	5.45 p.m.	
Arrive at Albany.	3.30 p.m.	5.00 a.m.	8.45 a.m.
Arrive at N. York.	9.30 p.m.	10.30 a.m.	2.30 p.m.
Arrive at Boston.	11.45 p.m.	2.20 p.m.	4.40 p.m.

Cincinnati was chosen as the next place of meeting, Boston and Indianapolis being proposed and rejected. The Convention adjourned to Wednesday, the 16th of October, at 9 a. m.

Population of Michigan, by Counties, in 1840, 1850, and 1860.

	1840.	1850.	1860.
Aleona.	.....	.....	.....
Allegan.	1,783	5,125	16,090
Alpena.	.....	.....	615
Bay.	.....	.....	3,166
Barry.	1,078	5,072	13,881
Berrien.	5,011	11,417	21,266
Branch.	5,715	12,472	20,986
Calhoun.	10,599	19,162	30,747
Cass.	5,710	10,907	17,728
Cheboygan.	.....	.....	515
Chippewa.	534	898	1,603
Clinton.	1,614	5,102	13,915
Delta.	.....	.....	1,192
Eaton.	2,379	7,058	16,484
Emmett.	.....	.....	1,118
Gemmesee.	4,268	12,031	22,497
Gladwin and Midland.	.....	.....	803
Grand Traverse.	.....	.....	5,470
Gratiot.	.....	.....	3,044
Hillsdale.	7,240	16,159	25,707
Houghton.	.....	708	9,190
Huron.	.....	210	3,165
Ingham.	2,498	8,631	17,427
Ionia.	1,923	7,597	16,687
Isabella and Clare.	.....	.....	1,443
Jackson.	13,130	19,431	26,706
Kalamazoo.	7,380	13,179	25,668
Kent.	2,587	12,016	30,721
Lapier.	4,265	7,029	14,759
Lelanaw and Manitou.	.....	.....	3,200
Lenawec.	17,889	26,372	38,122
Livingston.	7,430	13,485	16,881
Macinaw.	9,716	3,598	1,960
Macomb.	923	15,530	22,887
Manistee.	.....	.....	971
Marquette.	.....	186	2,822
Mason.	.....	93	882
Mecosta and Asceola.	.....	.....	997
Midland.	.....	65	.....
Monroe.	9,922	14,698	21,595
Montcalm.	.....	891	3,974
Muskegon.	.....	.....	2,718
Nawaygo.	.....	510	2,718
Oakland.	23,646	31,270	38,274
Oceana.	208	300	1,766
Ontonagon.	.....	389	4,570
Ottawa.	496	5,587	13,222
Presque Isle.	.....	.....	26
Saginaw.	2,102	2,609	12,700
Sanilac.	.....	2,112	7,659
Schoolcraft.	.....	16	78
Shiawassee.	2,103	5,230	12,456
St. Clare.	4,606	10,420	20,623
St. Joseph.	7,068	12,725	21,104
Tuscola.	.....	291	4,804
Van Buren.	1,910	5,800	15,230
Washtenaw.	23,571	28,567	39,196
Wayne.	24,173	42,756	75,594
Total.	212,276	397,654	754,291

Current Prices of Metals.

[Furnished to Herapath's Railway Journal, by Messrs. TRUMAN & FAY, Metal Brokers of London and Liverpool.]
London, March 7, 1861.

IRON.

Railway bars, f.o.b. Wales...per ton.	5 0 0	to	5 5 0
Do. Tyne or Tees....."	5 0 0	"	5 10 0
Do. chairs, Wales or Clyde....."	3 0 0	"	3 5 0
Do. fish plates, Wales....."	6 0 0	"	6 10 0
Fig. No. 1, Wales....."	2 10 0	"	3 0 0
Fig. No. 1, Clyde....."	2 8 0	"	2 10 0
Fig. M. Nos....."	2 7 6	"	2 10 0
British bar, London....."	6 5 0	"	6 5 6
Nail rods, London....."	6 5 6	"	0 0 0
Do., Staffordshire, London....."	7 5 0	"	7 15 0
Bars, "....."	7 10 0	"	8 10 0
Hoops, London....."	9 0 0	"	9 10 0
Sheets, single, London....."	9 5 0	"	10 5 0
Swedish, London....."	11 10 0	"	11 15 0

COPPER.

Sheathing, bolts, etc.....per lb.	0 0 0	"	0 0 11
Bottoms....."	0 1 0	"	0 1 1
Old....."	0 0 0	"	0 0 10
Tough Cake.....per ton.	102 10	"	0 0 0
Tile and ingots....."	102 10	"	0 0 0
Best selected....."	105 10	"	0 0 0
Burra Burra....."	0 0 0	"	101 0 0
South American....."	90 0 0	"	91 0 0
Yellow metal....."	0 0 0	"	0 0 94
LEAD—English pig....."	21 5 0	"	21 10 0
Sheet....."	22 5 0	"	0 0 0
Patent shot....."	25 0 0	"	25 10 0
Spanish pig (soft)....."	20 10 0	"	20 15 0
QUICKSILVER.....75 lbs.	7 0 0	"	0 0 0
STEEL—Swedish in kegs...per ton.	17 10 0	"	0 0 0
Swedish in fagots....."	19 0 0	"	19 10 0
English spring....."	18 10 0	"	24 0 0
SPELTER....."	18 0 0	"	0 0 0
ZINC—Nos. 9 to 18....."	25 0 0	"	25 10 0
TIN—English block & ingot....."	124 0 0	"	0 0 0
English bars....."	125 0 0	"	0 0 0
Do. refined....."	126 0 0	"	0 0 0
Banca....."	125 0 0	"	0 0 0
Straits....."	118 0 0	"	121 0 0
TIN PLATES—Charcoal l.c.p. box....."	1 8 0	"	1 11 0
Charcoal l.c....."	1 15 0	"	1 17 0
Coke l.c....."	1 3 6	"	1 4 0
Coke l.c....."	1 9 6	"	1 10 0

Railroad Earnings.

The Receiver's report of the operations of the Ohio and Mississippi Railroad Company, for February, 1860, is as follows:

Balance from January account.....\$2,143 30

RECEIPTS.

From express freight of January.....	\$1,715 29
" passengers prior to February.....	13,072 83
" freight.....	7,265 84
" passengers on February account.....	20,031 24
" freight.....	27,678 86
Other sources.....	207 91

\$72,014 77

DISBURSEMENTS.

Paid on account of 1st mortgage bonds, due July 1, 1858, January 1, 1859, July 1, 1859—\$175 each.....	\$525 00
Balance of charge with other roads.....	6,386 00
Discount and interest.....	1,373 29
Sundry office expenses.....	249 45
On account of arrearages.....	9,823 74
On account of January current expenses and construction.....	44,009 64
On account of February current expenses.....	5,679 12
	68,047 24

Balance carried to March account.....\$3,967 53

The earnings of the Hudson River Railroad for March were as follows:

March, 1861.....	\$167,559 96
" 1860.....	161,047 88

Increase.....\$6,512 03

The receipts of the Grand Trunk Railway of Canada for the week ending March 23rd, 1861, were.....\$80,651 74

Corresponding week, 1860.....71,417 34

Increase.....\$9,234 40

Tot. traffic from July 1, 1860, to date, \$2,479,627 77

Corresponding period, 1859.....2,040,808 44

Increase.....\$438,819 33

The Atlantic Telegraph Company.

The directors of this Company have prepared a report from which it appears that the disbursements of 1860 amount to £5,156 4s. 1d. Of this sum £4,402 9s. 1d. is composed of old accounts incurred previous to the last annual balance-sheet, and of the expenses of the expedition to recover the cable. The balance of £753 15s. is the cost of conducting the Company's business during that year. There are now no outstanding liabilities against the Company, except the amount of £875 advanced by the directors at their own risk, in order to meet for a short period the current expenses of carrying on the affairs of the Company, until it is thought desirable to recommend further proceedings to the shareholders. The whole of the loans advanced by the shareholders for the purpose of attempting to repair the cable have been repaid to the lenders with interest. In the month of April last the directors sent out Capt. Kell to Newfoundland, in order to make an attempt to repair, or failing that to recover for sale, as much as possible of the cable in Trinity Bay. Mr. C. F. Varley also went out, to take charge of the electrical arrangements. The weather, however, was so bad, and the cable so weak in various parts of its external covering, that it was found impracticable to raise it along a sufficient distance so as to reach and repair the chief defect on that side. It was only possible to recover and bring away in detached lengths about five miles of cable altogether. The directors nevertheless, can fully appreciate the difficulties with which Capt. Kell and Mr. Varley had to contend, and it is just that they should state their entire belief that every possible effort was made on their part to insure a better result. It was found that owing to insufficient survey of the bay, the cable had been laid—not in the deep muddy channel which is believed to exist along nearly the whole of its course, but over rocky strata and irregular depths, the rock being in parts metallic. At these points the external coating of iron having becoming chemically decomposed had broken away, and as jagged surface was thereby presented to the water the friction in lifting it was greatly increased. The directors consider that in future, before submarine cables are laid, it will be necessary to examine much more accurately than has hitherto been done into the nature and configuration of the bottom in all situations near shore, and within a depth of 300 fathoms. The cable recovered and brought home by Capt. Kell has been stripped and overhauled, every portion of the core having been carefully examined and passed through the hand. It is satisfactory to find that there is not the slightest symptom of deterioration or decay in any part of the gutta percha. It has further been subjected to a severe electrical test, and a comparison between its present state of insulation and the records of original tests of the most perfect portions of the cable, when it first left the Gutta Percha Works three years ago, show that an actual improvement has taken place in its condition since it was laid down. This is probably due to the compression of its particles, and to the suitability of the sea water to its preservation. The directors consider, therefore, that the failure of the cable must be attributed to the hasty manner in which it was manufactured, to the strain brought on it by machinery, and to the repeated coilings and uncoilings it has undergone, rather than to any defect arising naturally in the gutta percha. In addition to the operations in Newfoundland, the directors, during the Autumn of last year, entered into an agreement for the recovery of cable at the Valentia end, but the proceedings not having been carried out and the season being too far advanced, they determined to abandon the attempt for that year, and they intend, if possible, to adopt some plan for raising the shore end in the course of the ensuing Spring. As to the future position of the Company, the directors consider it advisable, unless the wish of the shareholders be otherwise, to continue it—at all events for some time to come—upon its present economical footing. To wind up its affairs would be to sacrifice without any adequate ob-

ject the valuable privileges of the Company—its agreements with the American Companies, and its direct connection with the Governments of England and the United States. The directors are convinced that telegraph communication between Europe and America having been so clearly demonstrated in practice by the efforts of this Company is a fact which must ere long be realized. They believe that the experience now gained, in addition to some well conducted experiments with different kinds of cable, in order to determine the proper weight and material for its external protecting sheath, would render it easy to lay with lasting security a well-working cable across the Atlantic between Ireland and Newfoundland. The directors have no desire to speak individually of any plan for establishing a trans-atlantic telegraph by another route, still less do they feel even the wish to obstruct the progress of any reasonable association proposing to accomplish an object so grand and useful. As regards the commercial position of this Company, a cable can be constructed without difficulty which can be worked between Ireland and Newfoundland at the rate of 15 to 20 words per minute; and even the original cable, which, imperfect as were both itself and the apparatus applied to it, was worked at the rate of three words per minute, and would have yielded a dividend of over 15 per cent., at the very low tariff proposed by the Company. This Newfoundland route, under an agreement involving many important facilities and arrangements with the entire telegraphic system of America, is secured to the Atlantic Company; they have also a valuable act of Parliament, a guarantee of 8 per cent. on £800,000, and subsidies of £20,000 from the English Government, and £14,000 from that of the United States. The guarantee and subsidies are it is true, conditional upon success; but the Board cannot avoid believing that ere long the Government will find it advisable to come forward more substantially in support of the zealous and costly exertions that have been made by this Company in practically carrying out a work so necessary to commerce, and so unprecedented in the annals of science. They would, therefore, deem it highly imprudent to wind up or dissolve the undertaking, since by so doing they would forego all hope of securing for the labors and sacrifices of this undertaking their best and most righteous reward, namely, the power of carrying out its objects to a legitimate and successful conclusion. The directors, on the contrary, consider that it will be necessary to make energetic efforts to bring before the public, at the proper time, the importance of the Atlantic telegraph; and they trust that by such means, and by presenting the matter in its true light before Government and the members of the House of Commons, they may be enabled to attain ultimately a successful result. To give effect to this proposal, however, it will be necessary to create a fund of about £3,000, and the directors hope that, having themselves contributed nearly £900 towards it, the shareholders will assist in completing the sum required, by voluntary contributions of moderate amount. The retiring directors are Mr. Francis Le Breton, Mr. J. W. Brett, and Mr. George Peabody, who are eligible, and offer themselves for re-election. The retiring auditor is Mr. Blackburn, who also offers himself for re-election.

Cincinnati Stock Sales.

By KIRK & CHEEVER.

For the week ending April 1, 1861.

BONDS.	Per cent.
Little Miami, 1st Mort.....	6s 86 and int.
Ovington and Lexington, 1st Mortgage.....	7s 80
" " " 1st ".....	6s 75
" " " 2d ".....	7s 74
Indianapolis and Cincinnati, 1st Mortgage.....	7s 80
" " " 2d ".....	7s 75
Cinc., Ham. and Dayton, 1st Mortgage.....	7s 100
" " " 2d ".....	7s 86
Dayton and Western, 1st Mortgage.....	7s 40
" " " 2d ".....	7s 50

STOCKS.

Cincinnati, Hamilton & Dayton.....	71-72
Little Miami.....	80-81
Columbus and Xenia.....	80-80
Indianapolis & Cincinnati.....	85

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.								Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Trunk and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.					Gross.	Net.	Dividends.	Price of shares.	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, leased, etc.					Mileage run by locomotives with trains.
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	P. c.	P. c.	
ALABAMA.																					
30 Jun. '60	65.0			50.6				Alabama and Florida	1,451,336			877,953	503,500	105,255	1,515,704	54.0		101,102	37,866		
28 Feb. '59	30.3			58.1	12	2	19	Alabama and Mississippi	461,505	30,991		835,010	109,500	21,632	618,965	30.3		55,791	81,852		
31 May '60	109.6			57.8	11	9	102	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,008	777,777	240,485	2,476,023	109.6		207,626	111,232		
30 Jun. '59	57.0			171.3				Mobile and Girard	1,500,000							57.0	236,791	76,773	21,006		
31 Apr. '60				67.2				Mobile and Great Northern	84,230			36,646	79,684		116,310						
31 Dec. '59	249.9	13.5		168.5	25	18	361	Mobile and Ohio	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610		
29 Feb. '60	88.5	28.4			23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9		505,156	260,269	6	
6 Dec. '59				209.5				North East and South West	600,000			650,000			1,030,957						
ARKANSAS.																					
				301.4				Cairo and Fulton													
30 Nov. '58	38.5			107.5				Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949						
30 Dec. '59	22.5							Sacramento Valley	1,571,617			785,950	729,000		1,585,366	22.5		270,293	143,787		
CONNECTICUT.																					
1 Aug. '59	23.0			1.9	8	4	84	Danbury and Norwalk	335,842	50,973		279,100	85,000	4,600	408,597	23.9		73,826	27,992	6	
30 Sep. '59	122.4			10.8	75.1	16	20	Hartford, Provid. and Fishkill	3,903,455	302,511		1,936,739	1,810,500	319,444	4,323,922	122.4		333,500	152,777		
31 Aug. '59	61.4	10.6	64.6		18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4		844,772	502,679	10	
31 Dec. '60	74.0				11	11	240	Housatonic	2,439,775		6,247	2,000,000	197,000	52,401	2,585,534	120.0		319,106	77,039		
31 Dec. '59	57.0			2.3	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0		241,530	127,505	3	
31 Dec. '59	61.0			3.0				N. Haven, N. London and Ston.	1,851,879			860,748	866,000	200,000		61.0		107,837	20,837		
31 Dec. '59	44.0	9.0	7.0					New Haven and Northampton	1,400,000			922,500	700,000			59.7		90,362	90,362	5	
31 Oct. '59	66.0			5.0	7	5	106	New London Northern	1,566,695	*		610,900	1,052,500	3,872	1,575,147	66.0		119,146			
30 Sep. '60	61.0	1.0	63.8		29	72	368	New York and New Haven	5,330,456			3,000,000	2,104,000	19,889		117.4		1,049,768	416,251		
30 Nov. '60	63.8			8.5	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286		66.0		358,362	159,006	34	
DELAWARE.																					
31 Oct. '59	84.0		10.0					Delaware	1,547,825	*		361,478	931,500	112,029	1,547,825	84.0			75,672		
31 Oct. '59	16.2							Newcastle and Frenchtown	723,551			744,520		4,641	749,171	5.0		21,195		6	
FLORIDA.																					
								Florida													
30 Apr. '60	32.0		3.0	13.0	3	1	6	Florida and Alabama	532,791	30,586		191,485	195,000	75,894	619,112	32.0		7,857	5,535		
30 Jun. '59	31.3		2.0	28.6	2	1	24	Fla., Atlantic and Gulf Central	396,310	28,008		205,751	204,000	164,670	594,836	31.3		10,255	1,504		
	26.5	8.9		227.0				Pensacola and Georgia								26.5					
GEORGIA.																					
30 Jun. '60	86.7				16	7	124	Atlanta and West Point	1,192,389	*		1,250,000	126,000		1,597,385	86.7		418,036	265,827	8	
	30.0			133.5				Atlantic and Gulf—M. Trunk								30.0					
31 Dec. '59	53.0							Augusta and Savannah	1,032,200	*		735,700	298,500		1,032,200	53.0		125,427	69,679		
30 Apr. '59	43.5		23.7					Brunswick and Florida	755,000	*		151,887				43.5					
30 Nov. '60	191.0				53	62	697	Central of Georgia (and Bank)	4,263,800	*		4,263,800			6,580,173	222.0	879,468	1,715,925	764,574	10	
31 Mar. '60	171.0	61.0						Georgia (and Bank)	4,156,000		1,003,650	1,156,000	312,500		8,153,343	191.0		1,169,185	528,043	8	
30 Nov. '60	102.5				19	16	171	Macon and Western	1,500,000			1,500,000		12,296	1,638,976	102.5		404,618	212,676	19	
31 July '59	50.0				7	2	107	Muscogee	774,244	162,534		639,950	249,000		1,026,865	50.0		202,714	110,616		
1 May '58	65.1				3	4	83	Savannah, Albany and Gulf	1,386,634	52,373		1,275,901	10,200	180,621	1,473,140	71.6					
31 July '60	106.1	100.8	16.2		18	22	201	South Western	3,770,425	*		2,921,900	396,500	19,913	3,822,913	106.1		338,853		13	
30 Sep. '59	138.0				52	24	705	Western and Atlantic	5,901,497	*		built and owned by State.			128.8			832,343	454,541		
ILLINOIS.																					
								Chicago, Alton and St. Louis	10,000,000			3,500,000	4,500,000		10,000,000	220.0					
30 Apr. '60	138.0		26.0		62	31	900	Chicago, Burlington and Quincy	6,087,928	1,406,998	711,359	3,631,540	3,155,000	179,060	8,701,823	138.0		1,233,705	453,141	74	
31 Dec. '58	45.0				6	14	101	Chicago and Milwaukee	1,799,894	67,969	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284		
1 Apr. '60	194.8							Chicago and Northwestern	9,344,863			2,000,000	7,369,034	75,829	9,344,863	194.8	10 mo.	384,656	139,822		
30 Jun. '60	181.8				58	67	960	Chicago and Rock Island	6,913,554		115,285	5,603,000	1,397,000		7,473,049	228.4		1,068,934	309,567	34	
10 Nov. '58	32.0							Fox River Valley	580,000	*			580,000			32.0					
31 Dec. '59	131.2	138.5	74.5		60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,330	3,524,200		10,469,355	161.3		792,029	1,462,752	652,260	
	87.175.0							Great Western	6,022,926	*		1,600,000	3,088,426		834,500	5,022,926	275.0				73
31 Dec. '60	454.8	252.5			113	96	2,305	Illinois Central	27,195,391	*		15,654,980	15,672,240		33,221,720	708.3		2,721,591	850,630	81	
				81.5				Illinois River													
	148.0							Ohio and Mississippi	4,870,586	*		1,780,295	3,292,403			148.0					
	46.6							Peoria and Bureau Valley					600,000			oper by Chic.	& R. Ia.	125,000			
	186.0		129.0					Peoria and Hannibal								186.0					
31 Dec. '58	100.0							Peoria and Oquawka	5,400,000	*		1,569,889	2,200,000			oper by Chic.	Bur. & R. Ia.	Quincy.			
	1.0							Quincy and Chicago	1,978,555	*		800,000	1,200,000		2,000,000	1.0	oper by Chic.				
31 Dec. '58	168.5	89.8	12.2		31	30	424	Rock Island Bridge								oper by Chic.					
								Terre Haute, Alton & St. Louis	7,608,958	628,487		3,028,903	5,035,615	741,040	8,865,252	208.3		823,767			
INDIANA.																					
								Cincinnati and Chicago	2,080,433	*		1,196,679	1,006,125			108.0					
	108.0							Cincinnati, Peru and Chicago								29.0					
31 Jan. '57	109.0							Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0		249,867	119,432		
1 Jan. '58	72.4				19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0		368,189	132,094	6	
31 Dec. '58	89.8		20.2		23	19	313	Indianapolis and Cincinnati	2,497,952	540,943	25,689	1,689,900	1,302,284	104,689	3,458,108	110.0		448,558	230,834	9	
31 Mar. '60	84.0							Ind., Pittsburg and Cleveland	1,902,893	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0		236,397	80,109		
31 Aug. '59	73.0							Jeffersonville	1,839,576	*		1,014,252	681,000	99,400		108.0		222,737	74,328		
	64.0							Lafayette and Indianapolis	1,850,000	*		1,000,000	600,000		2,000,000	64.0					
	58.0	49.0						Madison and Indianapolis	2,984,516	*		1,647,700	1,336,816			135.0		206,114	82,632		
	288.0							Louisv. N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0		645,827	371,402		
	74.0							Peru and Indianapolis	2,000,000	*		1,100,000	820,000	80,000	2,000,000	74.0					
30 Nov. '60	73.0				18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0		404,599	232,773	10	
IOWA.																					
								Burlington and Missouri	1,514,257	*		752,733	665,000	92,663	1,542,768	50.0					
31 Dec. '59	86.0							Chicago, Iowa and Nebraska	1,850,000			516,072	860,000	369,084		86.0	7 mo's.	85,329	46,771		
31 May '58	50.1				289.0	8	86	Dubuque and Pacific	1,679,988	166,823		838,088	965,000	441,787	2,267,313	50.1					
					438.0			Iowa Central Air Line				245,000	755,000								
1 Jan. '58	38.5				101.3	4	64	Keok. Ft. Des Moines & Minn.	1,037,876	82,499		921,449	670,000		38.5	11 mo's.</					

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"nil.

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending	Railroad				Equipment			Companies	Abstract of Balance Sheet										Earnings				
	Main Line	Lateral and Branch Lines	2nd Track and Sidings	Road in progress or projected	Engines	Passenger	Freight, etc.		Railroad Appurtenances	Rolling-Stock	Invested in foreign works	Share Capital paid in	Bonds and Mortgage Debt	Floating Debt	Balance Total, incl. all other assets and liabilities	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains	Gross	Net	Dividends	Price of shares		
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.	p. c.		
New York.																							
30 Sep. '59				140.0				Albany and Susquehanna	406,952			404,950		31,135	436,085								
30 Sep. '58	32.9		3.3		5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000	2,392,984	32.9	93,894	64,119	11,215				
30 Sep. '57	38.3		34.0					Albany and West Stockbridge	2,392,984			1,000,000	1,932,984		2,392,984	ope	r. by Western.			6	100		
30 Sep. '56	34.9	2.6		73.6	4	6	39	Black River and Utica	1,156,148	81,405		804,648	700,000	8,168	1,512,806	37.5	36,838	62,941	32,952				
30 Sep. '55	14.8							Bloesburg and Corning	496,661			250,000	220,000			14.8	20,647	26,858	13,429	5			
30 Sep. '54	142.0		1.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,559	541,249	172,321				
30 Sep. '53	68.3		18.0		28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,834,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120		
30 Sep. '52	24.6		38.1					Cayuga and Susquehanna	1,057,629	37,971		687,000	411,000		1,098,000	34.6	61,435	69,265	10,398	4			
30 Sep. '51	17.4		2.1					Chemung	400,000			380,000	70,000		450,000	ope	r. by N. Y. & E.						
30 Sep. '50	46.8		2.9		10	8	83	Elmira, Jefferson & Canand.	500,000	*		500,000			500,000	ope	r. by Re			30,000	6		
30 Sep. '49				63.2				Elmira and New York City	287,357	*		352,741	14,000	28,716	398,457								
30 Sep. '48				15.0				Genesee Valley	329,225			75,689	165,000	62,500	329,225	ope	r. b. N. Y. & E.						
30 Sep. '47	17.3		0.5		4	3	50	Hudson and Boston (West'n)	148,000	27,000		175,000											
30 Sep. '46	144.0	106.5		52	107	542		Hudson River	10,205,906	1,182,372		3,768,466	8,842,000	414,644		150.0	700,224	1,842,636	770,096		48		
30 Sep. '45				73.8				L. Ontario, Auburn & N. York	74,203			75,771											
30 Sep. '44				182.0				L. Ontario and Hudson River	3,497,538	178,320		2,715,186	870,000	115,856									
30 Sep. '43	84.0	2.5	10.1	8.0	18	37	129	Long Island	2,852,270			1,852,716	755,998	12,283		97.5		343,021	154,369		11		
30 Sep. '42	297.8	258.1	313.8	211	237	3,171		New York Central	31,106,994	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	78		
30 Sep. '41	446.0	190.9	282.5	219	194	2,763		New York and Erie	31,148,015	4,172,192		11,000,000	25,326,505	2,074,795	38,401,300	490.3	3,019,000	5,180,321	1,827,406	31			
30 Sep. '40	138.0	21	29.6	33	93	576		New York and Harlem	8,022,786			6,717,190	6,055,752		152.9		1,142,851	433,716		16			
30 Sep. '39	118.0	3.8		17.7	28	8	417	Northern (Ogdensburg)	4,097,200	702,079		3,077,900	1,500,000		4,799,287	121.8	347,800	382,932	129,850				
30 Sep. '38	35.9		2.2		7	6	44	Oswego and Syracuse	791,002			396,340	213,500	4,875		35.9	69,759	119,666	64,753	8			
30 Sep. '37	75.4		2.0		6	4	33	Pottsdam and Watertown	1,527,072	67,884		665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571				
30 Sep. '36	25.2		2.1		5	13	70	Rensselaer and Saratoga	743,968	157,057		610,000	140,000		901,025	46.2	61,900	235,902	108,769	6			
30 Sep. '35	18.4		3.2		3	6	32	Rochester and Genesee Valley	652,151	1,776		557,560	150,000	23,496	781,056	18.4	135,000	44,220	24,661	2			
30 Sep. '34	18.0		1.0		2			Sacketts Harbor and Ellisburg	371,556	17,714		167,485	278,400	56,810		18.0	17,620	12,025					
30 Sep. '33	21.0		1.6		2	3	30	Saratoga and Schenectady	480,684			300,000	85,000		385,000	ope	r. by Ren a. & Sar.			30,150	7		
30 Sep. '32	40.9	6.6	8.9	9	12		84	Saratoga and Whitehall	820,518	74,904		500,000	395,000		895,000	54.5	107,506	154,099	7,493				
30 Sep. '31				13.2				Staten Island	114,015			50,603	41,200	22,686	114,489								
30 Sep. '30	11.0							Brooklyn and Jamaica	369,856			284,850	85,000			ope	r. by Long Isl.			87,560	9		
30 Sep. '29	81.3		7.1	13	12	117		Syracuse and Binghamton	2,851,292	*		1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155				
30 Sep. '28	27.2		3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687		604,911	806,500	247,676	1,659,087	51.0	194,921	218,599	103,010				
30 Sep. '27	6.0		0.1					Troy and Greenbush	294,731			294,731			294,731	ope	r. b. Hud a. River.			6			
30 Sep. '26	2.1		2.1					Troy Union	732,114			30,000	680,000		732,114	ope	r. by other Co's.						
30 Sep. '25	96.8		11.0		7	11	288	Watertown and Rome	1,839,787	319,715		1,498,500	685,000	65,683	2,246,183	96.8	219,280	362,994	154,752	3			
NORTH CAROLINA.																							
31 May, '00	94.9		6.4					Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,410,401	94.9		103,953	35,572				
-- '99	223.0							North Carolina	4,235,000	*		4,000,000				223.0							
-- '98	97.0							Raleigh and Gaston	1,240,241	*		973,300	126,200			97.0		206,917	108,541				
30 Sep. '97	161.5	15.0		23	18	132		Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,569	171.9		469,458	219,688				
30 Sep. '96	161.9			24	32	144		Wilmington and Weldon	2,899,223	*	107,000	1,340,213	791,055		3,114,964	171.0	323,069	477,554	235,201	8			
15 Mar. '95	81.0	3.0		192.5				Western North Carolina	2,000,000	*	4,700	290,212		70,860	364,072								
OHIO.																							
-- '98					17	12	208	Atlantic and Great Western	613,231	*		866,939		77,294									
31 Dec. '97	118.2				41	39	508	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2		286,368	81,508				
1 Aug. '96	137.0				22	28	608	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		597,633	71,356				
31 Mar. '95	60.8				22	28	608	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000		3,560,710	60.3		489,437	249,966	7	71		
31 Dec. '94	30.0			69.1				Cinc. and Indianapolis Junc.		*						32.0							
1 May, '93	131.8			31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973	131.8	304,168	190,745	19,180					
31 Dec. '92	135.4	5.8		42	31		439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2		1,084,692	574,275	12	100		
31 Dec. '91	67.0			18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,162	1,698,300	304,182	3,341,020	67.0	230,461	369,849	238,003				
31 Dec. '90	95.4	1.2	37.9	31	39		453	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,002,000		96.4	402,935	1,063,405	633,647	15	125			
30 Nov. '89	101.0	102.5		42				Cleveland and Pittsburgh	9,320,288	*		3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	9		
30 Apr. '88	109.2	79.4		32	42			Cleveland and Toledo	6,729,656	458,194	258,424	3,343,812	3,842,720	358,605	7,565,918	188.6		798,155	414,456	6	26		
31 Dec. '87	61.4			53.0	5	6	99	Clev., Zanesville and Cincin.	1,174,698			369,673	575,250	632,486		61.5	75,120	68,128	19,763				
31 Dec. '86	72.0			31.0	6	9	103	Columbus and Indianapolis	2,555,000			750,000	1,600,000	205,000		72.0	144,000	84,000	17,760				
30 Nov. '85	64.5		10.4					Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. L. Miami.			170,795	8	81	
31 Mar. '84	144.0							Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054				
31 Aug. '83	36.6				5	3	87	Dayton and Western	999,173	104,912		307,240											

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (.....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Siding.	Road in progress or projected.	Engines.	Passenger.	Freight, etc.		Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.			
									Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.							
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$		M.	M.	\$	\$	P. c.	P. c.	
PENNSYLVANIA, (Continued.)																							
31 Oct. '60	43.9		3.2	99.5	7	7	65	Pittsburg and Connelville	2,724,803	81,136		1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690				
30 Nov. '59	467.5		56.3		96	80	1,059	Pittsburg, Ft. Wayne & Chicago	16,557,779	1,785,182	91,100	6,286,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655				
30 Sep. '59	31.0							Pittsburg and Steubenville	1,947,462	*		1,221,277	280,000										
30 Sep. '59	54.0		3.0					Schuylkill and Susquehanna	1,258,700	*		1,258,700	97,000		1,355,700	54.0							
30 Sep. '59	52.0	15.3	14.9					Schuylkill Valley	573,616	*		568,150			573,616	24.5		34,501	29,604			34	
30 Nov. '59	23.0	5.0	3.3					Shamokin Valley & Pottsville	1,321,847	*		500,000	821,447		1,321,847	33.0		96,227	54,582				
31 Dec. '59	148.0		20.0	140.0				Sunbury and Erie	6,393,712	107,252		4,506,920	4,369,070	861,271	10,169,869	148.0							
30 Nov. '59	28.6	6.5	31.9					Tioga	703,349	85,932		97,550	396,000			29.6			83,072	47,007		6	
30 Sep. '59	28.4		2.1					Westchester and Philadelphia	1,410,638	74,677		682,170	944,169	52,434	1,679,301	28.4			125,597	4,502			
31 Mar. '59	76.0							Williamsport and Elmira	3,650,682	380,847		1,500,000	2,361,973	161,272	4,148,920				191,970	96,308		1	
RHODE ISLAND.																							
31 Aug. '58	50.0		2.0		9	13	84	N. Y., Providence and Boston	2,158,000	*		1,508,000	306,500		2,158,000	50.0	147,231	208,439	96,571			5	
30 Nov. '58	13.6		0.5					Providence, Warren & Bristol	434,698	1,588		287,917	109,937	86,139		13.6	23,514	23,005	1,278				
SOUTH CAROLINA.																							
31 Dec. '58	13.2	1.5		182.4	2		26	Blue Ridge	2,126,539			1,916,515	217,577		2,134,092	13.2							
31 Dec. '58	54.9			47.4	4	3	21	Charlotte and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9							
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	884,000			109.6			283,263	151,536		6	
	58							Cheraw and Darlington	600,000			400,000	200,000			49.3							
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	245,546	2,519,554	143.2			341,190	125,871			
31 Aug. '58	22.5							Kings Mountain	196,230	*		200,000			200,000	22.5							
31 July '58	32.0							Laurens	543,403	*		400,000	106,218		575,729	32.0			27,568	8,527			
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0			220,014	96,145			
31 Dec. '58	136.0	106.0			62	59	790	South Carolina					2,643,833						1,499,636	701,943		7	
31 July '58	25.1			41.9				Spartanburg and Union								25.1							
TENNESSEE.																							
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6			29,967	19,187			
1859					17.0	2	14	Edgfield and Kentucky	857,947	*		333,204	612,000	60,900		30.0	29,845	9,359	7,486				
1859	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367			1,289,673	2,020,000	200,000		140.0			318,718	187,466			
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		130.3	150,142	297,806	319,167				
1859	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,669,000	280,112	7,627,797	291.0			1,635,096	873,597			
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000									
1859	100.0		30.6	55.8				Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000										
1859	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137,400			798,285	554,949	319,518		59.4	69,870	177,256	60,029				
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,175	83,129	44,666				
1859	34.2		7.0		12	2	81	McMinville and Manchester	533,807	55,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892				
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000			159.0			734,118	337,384		6	
1859								Nashville and Northwestern															
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,963	87,243				
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	406,477		30.0		1,248					
TEXAS, (all aided by State.)																							
	32.0							Buffalo Bayou, Braz. & Col'do								32.0							
	56.0							Galveston, Houst. & Henderson								56.0							
	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*		275,000	240,000	171,560		50.0	31,300	32,670					
1 May '60	70.0		6.0	280.0	7	6	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	282,846	196,568				
	25.0							San Antonio & Mexican Gulf								25.0							
	28.0							Southern Pacific								28.0							
VERMONT.																							
31 May, '60	90.7		8.6	10.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422		1,250,400	800,000			90.7	122,200	187,646	64,619				
31 Aug. '60	119.6		13.0		26	18	600	Rutland and Burlington	3,989,708	617,743		2,233,376	3,172,550	679,119	6,388,045	119.6	349,440	334,368	113,318				
31 Aug. '60	62.0		4.0		10	6	174	Rutland and Washington	1,771,883	*		960,000				62.0	142,839	160,318	80,288				
31 Aug. '60	119.0		20.0		42	28	885	Vermont Central	8,402,055	*		5,000,000	3,853,000	1,423,299	10,276,299	169.0	706,817	775,569	127,727				
31 Aug. '60	47.0		2.8					Vermont and Canada	1,380,695			1,380,000			1,380,695	ope. r. by Vt. Central						81	
31 Aug. '60	23.7		0.7		3	4	43	Vermont Valley	1,212,274	89,612		516,164	793,200		23.7	47,950	45,930	8,522					
31 Aug. '60	54.0	10.5						Western Vermont	1,983,500	*		332,000	700,000		1,083,500	ope. r. by Troy & Bost.							
VIRGINIA.																							
31 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194								
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703,034	136,302	43,062				
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,151	16,332				
30 Sep. '59	103.5							Norfolk and Petersburg	5,322,150	*		468,605	5,719,229			103.5	345,427	248,004	108,000				
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria	2,063,655	2,517,500		2,063,655	590,066		167.7	270,846	450,427	222,214					
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	133.4			410,166				
30 Sep. '59	59.2	21.3			14	17	131	Petersburg and Roanoke	1,233,526	*		883,200	102,500	5,799	1,486,527	80.5			326,554				

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :					Chicago and Milwaukee :					Eaton and Hamilton :				
Mortgage	\$300,000	7	1867		1st Mortgage (convertible).....	\$512,000	7	1874	70	1st Mortgage	\$757,734	†	var.	
Convert. (guar. by Dir.).....	150,000	7	1863		Income	62,000				Erie and North-East :				
Land Mortgage	23,500	7	1869		Real Estate 2d Mortgage	158,864		1868		Exchanged for Buff. and St. L.	149,000			
Alabama and Miss. Rivers :					Chicago and Rock Island :					Evansville and Crawfordville :				
State (Ala.) Loan	123,171				1st Mortgage	1,397,000	7	1870	90‡					
Mortgage	109,500				Chicago and Northwestern :									
Alabama and Tenn. Rivers :					Sinking Fund Preferred	1,250,000			78	Florida :				
1st Mortgage convertible.....	526,000	7	1872	60	2d Mortgage	3,600,000			44	Internal Improvement (State).....	1,655,000	7	1891	
2d Mortgage	225,705	8	1864		Cincinnati, Hamilton and Dayton :	2,000,000			18‡	Free Land, 2d Mortgage.....	1,600,000	8	1891	
Albany, Vt. and Canada :					1st Mortgage	461,000	7	1867	100	Florida and Alabama :				
1st Mortgage	500,000	7	1867		2d Mortgage	950,000	7	1880	86	Internal Improvement (State).....			7	1891
Albany and West Stockbridge :					*Cincinnati, Wilm. and Zanesville :					Free Land, 2d Mortgage.....			8	1891
Albany City (S. F.)	1,000,000	6	'66-'76		1st Mortgage	1,300,000				Florida, Atlantic and Gulf Centr.:				
Androscoggin and Kennebec :					2d Mortgage	574,000				Internal Improvement (State).....	300,000	7	1891	
1st Mortgage (Coupon) '60-'64.....	1,000,000	6	'62-'64		3d Mortgage	158,000				Free Land, 2d Mortgage.....	200,000	8	1891	
Stock, convert. (Coupon)	710,000	6	'63-'66		Income	250,500				Fox River Valley				
Atlantic and St. Lawrence :					Tunnel Right	1,000,000				1st Mortgage	400,000	†		
Dollar Bonds (Coupon)	988,000	6	1866		Cleveland and Mahoning :					2d Mortgage	180,000			
Sterling Bonds (Coupon)	484,000	6	1878	97	1st Mortgage	694,500				Galena and Chicago Union :				
City of Portland Loan (Coup.)	1,500,000	6	'68-'70		2d Mortgage	469,000				Litchfield	52,015	7	1859	
Baltimore and Ohio :					3d Mortgage	88,800				1st Mortgage (S. F.)	1,993,000	7	'62-'63	98
Maryland Sterling	3,000,000	5			Clev., Painesville and Ashtabula :					2d Mortgage (S. F.)	1,738,000	7	1875	96
Mortgage Coupon	2,500,000	6	1885	80	1st Mortgage	564,000	7	1861	99					
"	700,000	6	1880	80‡	2d Mortgage	303,000	7	1862						
"	1,128,500	6	1875	81‡	Special (Sunbury and Erie)	500,000	7	1874						
"	1,000,000	6	1867	85	Convertible Scrip	300,000	7	1880						
Balt. City Loan	5,000,000	6			Cleveland and Pittsburg :									
Bellefontaine and Ind. (1 Jan. '60):					1st Mortgage (Main Line)	800,000	7	1860	73					
2d Mortgage	791,000	7	1866	65	2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64	*Great Western, Ill. :				
Income (1859 and 1870)	104,500	7	var.		3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875		1st Mortgage (W. Div. 100 m.).....	1,000,000	10		
Real Estate (1858, '61, '63, '68)	119,750	7	var.		4th Mort. (M. L.) or 3d Extension	1,154,000				1st M. (E. D. 84 m.), 2d M. (W. D.)	1,350,000	7		
Belvidere Delaware :					Income	118,000				Old Sang. and Morg. Railroad	41,000			
1st Mort. (guar. C. and A.)	1,000,000	6	1877		Dividend Bonds and Scrip	491,825				2d Mortgage	323,000			
2d Mortgage	445,500	6			Cleveland and Toledo :					Chattel (Equipment) Mortgage	374,426			
Camd. and Amb. R.R. Co.	244,000	6			Junction 1st Mortgage 1st Div.	377,000	7	1867	65	Greenville and Columbia :				
Black River and Utica :					Junction 1st Mortgage 2d Div.	305,000	7	1872	65	1st Mortgage, Coupon	1,145,000			
1st Mortgage	370,000	7	1869		Junction 2d Mortgage	324,000	7	1862		Hannibal and St. Joseph :				
Boston, Concord and Montreal :					Tol., Nor. and Clev. 1st Mort.	622,000	7	1863	76	Missouri State Loan (1st Lien).....	3,000,000	6		
1st Mortgage	200,000	6	1870		Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	75	Land Security	5,000,000	7	1881	46
2d Mortgage	300,000	7	1870		Junction Income	61,500	7	1862		2d Mortgage (convertible)	757,000	7		
3d Mortgage Coupons	150,000	6			C. and T. Income	192,950	7	1863	75	Plain	11,000	7		
4th Mortgage Coupons	200,000	7			C. and T. Income (convertible)	409,900	7	1864		Harriburg and Lancaster :				
Sinking Fund	200,000	6			C. and T. Income (convertible)	373,000	7	1864		New Dollar Bonds	450,872	6	1883	98‡
Boston and Lowell :					C. and T. Dividend (convert.)	199,735	7	1865	75	Hartford and New Haven :				
Mortgage	440,000	6	1873		C. and T. Income (convertible)	129,000	7	1870		1st Mortgage	1,000,000	6	1873	99
Boston and Worcester :					C. and T. (S. F.) Mortgage	640,000	7	1886	61	Hartf'd, Providence and Fishkill :				
Mortgage (plain)	100,000	6	1860		Junction (Lloyd's)	5,000	7	1862						
Mortgage (convertible)	500,000	6	1860		*Cleveland, Zanesville and Cin. :									
Buffalo and State Line :														
1st Mortgage	500,000	7	1866	95	*Columbus, Piqua and Indiana :									
Income (‡ in '59, ‡ in '62)	200,000	7	var.											
Unsecured	200,000	7	1864		Columbus and Xenia :									
Erie and North-East	149,000	7			1st Mortgage	18,000		1859		Hudson River :				
Barrington and Missouri :					Dividend (due 1860, '61, '62, '66)	272,700		var.	92	1st Mortgage	4,000,000	7	'69-'70	104
1st Mort. on 1st Division	590,000			60	Mortgage (due 1862, '63, '78)	253,000	6	var.		2d Mortgage	1,980,000	7	1860	100
Cairo and Fulton (Mo.):					Connecticut and Passump. Rivers :					3d Mortgage	1,840,000	7	1875	90
State (Mo.) Loan	650,000	6	'78-'79		1st Mortgage	800,000				Convertible	1,002,000	7	1877	80
Garden and Amboy :					Cumberland Valley :					Illinois Central :				
Mortgage	367,000	6	1864	97	1st Mortgage	116,500				Optional Right Scrip.....	65,000	7	1868	60‡
Mort. (chgd from Sterlg)	888,000	5	1864	97	2d Mortgage	97,000				Construction	12,885,000	7	1875	97‡
Mortgage	800,000	6	1849		Dauphin and Susquehanna :					Construction	4,115,000	6	1875	97‡
Mortgage	1,700,000	6	1875	80						Free Land	5,000,000	7	1860	
Sterling (\$210,000)	1,008,000	5	1864		Dayton and Michigan (1 Ap. '60):					Indiana Central :				
Sterling (\$225,000)	1,080,000	6	1864		1st Mortgage	300,000	8			1st Mortgage (convertible).....	600,000	7	1866	65
New Loan (iss'd \$337,000)	2,500,000	6	1887		2d Mortgage	2,200,000	8			2d Mortgage	284,500	10		87
Unsecured	800,000	6	1863		Dayton and Western :					Income	281,500	10		75
*Catawissa, Williamsps. and Erie :					1st Mortgage	300,000	7		50	Indianapolis and Cincinnati :				
1st Mortgage	1,500,000	7	1865	32	2d Mortgage		7		40	1st Mortgage	500,000	7	1866	80
2d Mortgage	399,036	7	1886		Delaware					2d Mortgage	400,000	7		75
Chattel Mortgage	380,000	10	1871		1st Mortgage	500,000				Real Estate Mortgage	200,000	7	1858	68
Cayuga and Susquehanna :					Guarantied	65,000				Dividend	86,284	7		
1st Mortgage	300,000	7	1865		State Loan	170,000				Income and Domestic	176,000		var.	
Unsecured	89,000	7	1862		Delaware, Lackawanna and W'n :					Ind., Pittsb. and Clev. (1 Jan. '60):				
Central of Georgia :					1st Mortgage	900,000		1871	95‡	1st Mortgage	650,500	7	1870	
Mortgage	106,267	7	1863		1st Mortgage (E. Extension)	1,500,000		1875	95‡	2d Mortgage	314,000	7		
Central of New Jersey :					2d Mortgage	2,600,000		1881	99	Income	27,000	7		
1st Mortgage	1,500,000	7	var.	104	Income (due 1862, '65 and '67)	1,263,170		var.	88	Domestic	34,200	7		
2d Mortgage	1,500,000	7	1875	101	Detroit and Milwaukee :					Jeffersonville :				
Income	375,000	7	var.		1st Mortgage (convertible).....	3,250,000	7	1875		1st Mortgage	289,000	7	1861	75
*Central Ohio :					2d Mortgage	1,000,000	8	1866		2d Mortgage	392,000	7	1873	70
1st Mortgage	450,000	7	1861	62‡	3d Mortgage (convertible)	750,000	10	1863		*Kennebec and Portland :				
1st Mortgage	800,000	7	1864	45	4th Mortgage (G. W. R. R.)	500,000	8			1st Mortgage (City and Town).....	800,000	6	1870	
2d Mortgage	800,000	7	1886	53	Dubuque and Pacific :					2d Mortgage	230,000	6	1861	
3d Mortgage (S. F.)	950,000	7	1885		New Construction	800,000				3d Mortgage	250,000	6	1862	
4th Mortgage (S. F.)	1,365,800	7	1876		Dubuque Western :					*Kentucky Centr. (Cov. and Lex.):				
Income (1868, '69 and '60)	1,172,200	7	var.		1st Mortgage	344,000	†			1st Mortgage	160,000	6		
Income (lea. to Muskingum Co.	100,000	7	1862		Eastern (Mass.):					2d Mortgage	260,000	7		
Charleston and Savannah :					Income (due \$75,000 annually).....	625,000	6	var.	98‡	3d Mortgage (convertible)	1,000,000	7		
1st Mortgage (endorsed)	510,000	6			2d Mortgage (convertible)	710,000	5	1862	98‡	3d Mortgage	600,000	7		
2d Mortgage	1,000,000	7			3d Mortgage (convertible)	445,000	6	1874	101‡	Guarantied by Covington	200,000	6		
Cheshire :					1st M. (State) \$75,000 a y'r after '65	500,000	5	var.		Cincinnati (exchanged)	100,000	6		
Mort. (1860, '63, '75 and '77)	786,400	7	var.		East Tennessee and Georgia :					Income (issued 1854)	400,000	10	1859	
Chicago, Burlington & Quincy :					State, 1st Mortgage	970,000				Income (issued 1855)	210,000	6	1860	
Consolidated 1st Mort.	1,509,000	8	1883	99	Endorsed by State of Tennessee	150,000				Ken'yky Centr. (Lex. and Danv.):				
Consolidated Convert. Mort.	252,000				Mortgage (ordinary)	790,688								
Chic. and Aur. 1st Mort.	399,900	7	1867		East Tennessee and Virginia :					Keokuk, Ft. D. Moines and Minn.:				
Ch. and Aur. 2d M. (S.F.)	308,000	7	1869		State, 1st Lien	1,602,000				City of Keokuk, 20 years	400,000	8		
Cent. Mil. Tr. 1st Mort.	392,000	7	1864		Endorsed by State of Tennessee	200,000				City of Keokuk, (special tax).....	150,000	10		
Cent. M. T. 2d M. (Conv.)	245,000	8	1868		Mortgage (after State)	100,000				Lee County, 20 years	150,000	8		
Chicago, Alton and St. Louis :					Redeemable in Stock	66,960				Keokuk, Mt. Pleasant and Muscat.				
1st Mortgage		†								Lee County	150,000	8		
2d Mortgage		†								City of Keokuk	200,000	8		
3d Mortgage		†								Henry and Louisa Company's	50,000	8		
										Lehigh Valley :				
										1st Mortgage	1,500,000	6		

MEGLYN KAYLOR RD

2

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:					Montgomery and West Point:					Orange and Alexandria:				
1st Mortgage (Eastern Div.)	\$903,000	†			Alabama State Loan	\$122,622	6	var.		State Loan	\$400,000	6		
2d Mortgage (Eastern Div.)	1,000,000	†			Mortgage (due 1860, '63 and '65)	350,000	8	var.		1st Mortgage	1,065,500	6		81
1st Land Grant (Western Div.)	4,000,000	†	174		Mortgage	450,000	8	1866		2d Mortgage	461,378	8		82
2d Land Grant (Western Div.)	353,600	†	174		Muscougee:					Pacific (Mo.) Loan	7,000,000	6		
3d Mortgage (whole road)	1,700,000	†			1st Mortgage	249,000	7			State (Mo.) Loan	2,800,000	6		
Farm Mortgage	1,087,700	†			Nashville and Chattanooga:					State Loan (S. W. Branch)	4,500,000	6		
Unsecured Bonds	1,785,000	†			Mortgage (State endorsed)	1,500,000	7			Construction		6		
Lexington and Frankfort:					Chat. and Cleve. Subso. (endors.)	150,000	7			Panama		6		
Mortgage, due 1864, '69 and '74	130,000	6			Not endorsed	24,000	7			1st Mortgage Sterling	1,250,000	7	1865	100
Little Miami:					*New Albany and Salem:					2d Mortgage Sterling	1,150,000	7	1872	
Cincinnati Loan	100,000	6			Crawfordsville	175,000	7			Convertible	27,000	7		
1st Mortgage	138,000	6	1883	85	1st Mortgage	500,000	10			Pennsylvania:				
2d Mortgage	7,000	6			1st Mortgage	2,235,000	6			1st Mortgage (convertible)	4,905,000	6	1888	10
3d Mortgage	981,000	6			New Haven and Hartford:					2d Mortgage	1,928,000	6	1875	85
Long Island:					N. Hav., N. Lond. and Ston'ton:					2d Mortgage Sterling	1,539,840	6	1876	66
State Loan (S. F.)	100,000	5	1876		Mortgage	450,000	7			State Works Bonds	7,400,000	6		
1st Mortgage	500,000	6	1870	80	Mortgage	200,000	6			Pennsylvania Coal Company:				
Louisville and Frankfort:					Extension	100,000	10			1st Mortgage	600,000	7		
Louisville Loan	174,000	---			New Haven and Northampton:					Penobscot and Kennebec:				
1st Mortgage	248,000	---			1st Mortgage	500,000	---	1869		Bangor City 1st Mort. (Coupon)	800,000	6	1874	
Louisville and Nashville:					New Jersey:					2d Mortgage (Coupon)	250,200	6	1876	
State (Tenn.) 1st Lien	300,000	6			Company's (various)	711,000	---	var.	103	3d Mortgage (Coupon)	166,600	6	1871	
1st Mortgage	2,000,000	---			New London, William and Palmer:					Pensacola and Georgia:				
McMinnville and Manchester:					1st Mortgage	500,000	71			State Internal Improvement		7	35 y's	
State (Tenn.)	872,000	6			2d Mortgage	300,000	61			Free Land				
Mortgage	24,000	7			Income (convertible)	152,000	61			Peoria and Okawka:		†		
Mortgage	10,000	6			New London City	100,000	61			Peru and Indianapolis:		†		
Madison and Indianapolis:					N. Orlns, Jackson and Gt. North:					Petersburg:				
State (Ind.) Loan	100,000	---			State (Miss.) Loan	155,000	---			Mortgage (due 1863 to 1872)	103,000	7	var.	
Mortgage					1st Mortgage	3,000,000	8	1886		Petersburg and Lynchburg (S. Side):				
*Marietta and Cincinnati:					N. Orlns, Opelous, and Gt. West:					State (Va.) Loan (S. F.)	800,000	7	var.	
1st Mortgage [convertible]	2,500,000	71	1868		Louisiana State Loan	621,000	---			1st Mortgage (1869-'75)	365,000	6	var.	
2d Mortgage	2,000,000	71			New Orleans City Loan	1,500,000	---			3d Mortgage (1862-'72)	378,000	6	var.	
3d Mortgage	1,500,000	71			1st Mortgage (S. F.)	2,000,000	8	1889		Special Mortgage (1865-'68)	175,000	6	var.	
Sterling Income	338,000	4			New York Central:					Last Mortgage (1861 to 1869)	133,500	8	var.	
Domestic	928,617	---	'69-'62		Albany Loan—Alb. and Sch'dy.	127,000	5	1864	102	Phila. German'n and Norrist'n:				
Memphis and Charleston:					State Loan—Sch'dy and Troy	100,000	6	1867	93	Consolidated Loan	274,800	---		
State (Tenn.) Loan	1,100,000	6			State Loan—Rochester and Syr.	77,382	54	1861	---	Loan of 1842	100,000	---		
1st Mortgage	1,600,000	7	1880		State Loan—Buffalo and Roch.	55,300	54	1866	---	Philadelphia and Reading:				
Memphis, Clarkesv. and Loulev.					State Loan—Roch., L. and N. F.	293,000	7	1861	---	Mortgage	705,000	5	1860	91
State (Tenn.) Loan	910,000	6			Stock Subscription	785,000	6	1883	97	Mortgage	1,572,800	6	1860	91
Memphis and Ohio:					Premium Consolidated Stock	8,000,000	6	1883	97	Mortgage (convertible)	886,000	6	1860	91
State (Tenn.) Loan	1,340,000	6			Real Estate	221,000	6	1883	97	Mortgage (convertible)	134,000	6	1860	91
Michigan Central:					New Convertible	3,000,000	7	1864	102	Mortgage	3,209,600	6	1870	79
1st Mortgage Sterling	467,489	6		90	*New York and Erie:					Mortgage (convertible)	3,586,500	6	1866	66
1st Mortgage (convertible)	500,000	8		994	1st Mortgage	3,000,000	7	1867	105	Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Unconvertible	258,000	8			2d Mortgage	4,000,000	7	1859	100	Real Estate Mortgage	516,450	---		
1st Mortgage (convert.) Dollar	3,831,000	8			3d Mortgage (convertible)	6,000,000	7	1883	92	Phila., Wilmington and Baltimore:				
1st Mortgage (S. F.), convertible	3,087,000	8		103	4th Mortgage (convertible)	3,729,000	7	1880	94	Mortgage Loan	688,929	6	1860	
Mich. Southern and N'n Indiana:					5th Mortgage	1,277,000	7	1883	95	Mortgage Loan	1,696,500	6	1884	
Michigan Southern	993,000	†7	1857		Unsecured (convertible)	2,618,000	7	1871	60	Improvement	119,000	6	1863	
Northern Indiana	985,000	†7	1861	82	Unsecured (convertible)	2,443,000	7	1862	55	Pittsburg and Connelleville:				
Erie and Kalamazoo	300,000	†	1862		Sinking Fund	2,196,000	7	1875	56	Pittsburg Loan	500,000	---		
Michigan Southern	259,000	†	1863	90	New York and Harlem:					Alleghany Co. Loan	750,000	---		
Northern Indiana	299,000	†	1863		1st Mortgage	3,000,000	7	1873	1014	Connellsville Loan	100,000	---		
Jackson Branch	203,000	†	1866	88	2d Mortgage	1,000,000	7	1864	96	McKeepoot Loan	100,000	---		
Goshen Air Line	1,335,000	†	1868	85	3d Mortgage	1,000,000	7	1867	80	Baltimore Loan	1,000,000	---		
Detroit and Toledo	336,000	†	1876		New York and New Haven:					Cumberland Loan	200,000	---		
General Mortgage (S. F.)	2,468,000	†	1885	86	1st Mortgage	311,000	7	1860	94	*Pittsb'g, Ft. Wayne and Chicago:				
2d Mortgage	2,175,000	†	1877	67	1st Mortgage	964,000	6	1866	94	1st Mortgage (O. and P.)	1,000,000	---	1866	
*Milwaukee and Beloit:					1st Mortgage	930,000	6	1875		2d Mortgage (O. and P.)	750,000	---	1866	
1st Mortgage	630,000	8			N. York, Providence and Boston:					Income (O. and P.)	1,991,000	---	1873	62
Milwaukee and Chicago:					1st Mortgage	331,000	6			Bridge (O. and P.)	199,500	---		
1st Mortgage	400,000	8			North Carolina:					1st Mortgage (O. and L.)	1,000,000	---	1872	
2d Mortgage	200,000	7			State Loan	2,000,000	6			2d Mortgage (O. and L.)	380,000	---	1873	
*Milwaukee and Horicon:					State Loan	1,000,000	6			1st Mortgage (E. W. and Chic.)	1,250,000	---	1873	
1st Mortgage	420,000	8			North-Eastern (S. C.):					Real Estate (E. W. and Chic.)	498,000	---	1874	
2d Mortgage	600,000	8			1st Mortgage	700,000	---			Romage, Consolidated Comp'y	1,229,000	---	1887	
Farm Mortgage	150,000	10			2d Mortgage	224,500	---			Pittsburg and Steubenville:				
Milwaukee and Mississippi:					Real Estate	35,910	---			Mortgage	800,000	†	1866	
1st Mortgage (convertible)	74,000	101	1861	65	Northern Central:					Platte County:				
1st Mortgage (convertible)	526,000	81	1862	72	Balt. and Susq. R. R. (Coupons)	150,000	6	1866		State (Mo.) Loan	300,000	6	1879	
1st Mortgage (convertible)	650,000	81	1863	71	Md. State Loan (B. and Susq.)	150,000	6			Potomac and Watertown:				
1st Mortgage (convertible)	1,250,000	81	1877	70	York and Cumberland 1st Mort.	175,000	6	1870		1st Mortgage	800,000	71	64-'74	
South-West Branch	350,000	81	1866	70	York and Cumberland 2d Mort.	25,000	6	1871		Quincy and Chicago:				
2d Mortgage	600,000	101	1862	45	York and C. guar. by Baltimore	500,000	6	1877		1st Mortgage	1,200,000	---	1873	
3d Mortgage	500,000	71	1869		N. C. Contract	292,300	6	1875		Racine and Mississippi:				
Mississippi Central:					Construction	1,903,500	6	1885		1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage	1,007,363	7			Northern (Ogdensburg):					1st Mortgage (West'n Division)	757,000	†		
Income	91,200	10			1st Mortgage	1,500,000	71	1859		Raleigh and Gaston:				
Tennessee State	45,000	6			2d Mortgage	3,077,000	71	1861		Coupon	100,000	---	1862	
Mississippi Central and Tenn:					North Missouri:					Rensselaer and Saratoga:				
State (Tenn.) Loan	523,000	6			State Loan	2,000,000	6			1st Mortgage		7	1863	
Income	95,500	---			State Loan	2,000,000	6			Richmond and Danville:				
*Mississippi and Missouri:					State Loan	350,000	6			State (Va.) Loan	600,000	---		
1st Mortgage (convertible)	1,000,000	7			North Pennsylvania:					Guaranteed by State	200,000	---	1875	91
2d Mortgage (S. F.)	400,000	8			Mortgage	2,500,000	---		68	Mortgage (Coupon)	250,000	---	1869	
Oakalosa Division	1,425,000	7			Chattel Mortgage	214,500	10		96	Registered	150,000	---	1860	
Land Grant	7,000,000	7			Northern (N. H.):					Richmond, Fred. and Potomac:				
Mississippi and Tennessee:					Mortgage (due 1860, '64 and '74)	219,500	---	var.		Sterling (£87,000)	324,000	---	1860	
Tennessee State Loan	98,000	6	1885		Norwich and Worcester:					Convertible	54,500	---	1875	
Mississippi State Loan	202,799	6			Mass. State Loan	400,000	6	1877		Dividend Certificates	25,800	---	1857	
1st Mortgage	171,000	7	1876		Mortgage	205,800	6	1860		Dividend Certificates	265,800	---	1869	
Mobile and Ohio:					Mortgage	16,000	7	1860		Richmond and Petersburg:				
City (Mobile) Tax Loan	400,000	6			Dividend Scrip and Bonds	102,330	6	var.		Coupon	159,000	---	1875	
Tennessee State Loan	674,860	6			Ohio and Mississippi (O. and Ind.):					*Rutland and Burlington:				
Alabama State Loan	389,410	6			1st Mortgage	2,193,500	†	1858		1st Mortgage	1,800,000	---		
Income	769,415	6	1861		2d Mortgage	316,995	†			2d Mortgage	913,500	---		
Income	364,723	6	1862		Construction	4,637,920	†	1855	17	3d Mortgage	426,400	---		
Income	875,182	6	1865		Income	8,591,145	†	1855		Sacramento Valley:				
Income	18,790	6	1867		Ohio and Mississippi (Ill.):					1st Mortgage	400,000	---		
Income	878,095	6	1868							2d Mortgage	354,000	---		
Sterling	200,970	6												

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1866	---
Mortgage	997,000	7	1866	---
Mortgage	1,000,000	7	1875	---
Dividend	224,000	6	'80-'82	---
Sandusky, Mansfield and Newark:				
1st Mortgage	1,290,000	1	---	---
Saratoga and Whitehall:				
1st Mortgage	250,000	7	1868	---
1st Mortgage (R. and W. Br.)	100,000	7	1866	---
Unsecured	45,000	7	1868	---
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	---
3d Mortgage	75,000	---	1870	---
4th Mortgage	60,000	---	1866	---
South Carolina:				
State Loan	200,000	5	1868	---
Sterling	183,333	6	1863	---
Sterling	2,000,000	5	1866	---
Auditor's	246,500	7	---	---
Southern Mississippi:				
1st Mortgage	500,000	---	---	---
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	---
*Springfield, M. Vern. and Pittsb.:				
1st Mortgage	500,000	---	---	---
2d Mortgage	450,000	---	---	---
*Steubenville and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	---	---
2d Mortgage	900,000	---	---	---
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7	---	---
2d Mortgage	1,535,000	7	---	---
3d Mortgage (Income)	1,000,000	10	---	---
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	---	---
St. Louis City Subscription	500,000	---	---	---
St. Louis County Subscription	1,000,000	---	---	---
Carondelet Subscription	50,000	---	---	---
Junbury and Erie				
Mortgage	1,000,000	7	---	---
Mortgage	7,000,000	6	---	---
Syracuse, Binghamton and N. Y.:				
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7	'62-'72	70
2d Mortgage (convertible)	2,000,000	7	'68-'70	30
1st Mortgage (Bel. and Ill.)	517,000	7	1873	---
2d Mortgage (Bel. and Ill.)	494,000	7	1869	---
3d Mortgage (Bel. and Ill.)	505,000	10	1874	---
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	---	---
Mortgage	46,000	---	---	---
Terre Haute and Richmond:				
1st Mortgage (convertible)	230,000	7	1866	---
Toledo, Wabash and Western:				
1st M. (L. Er. Wab. and St. Louis)	2,500,000	7	1865	67 1/2
2d M. (L. Er. Wab. and St. Louis)	1,000,000	7	1869	---
3d M. (L. Er. Wab. and St. Louis)	1,200,000	7	1891	---
Real Estate (L. Er. W. and St. L.)	300,000	7	1861	---
1st Mortgage (Toledo and Ill.)	900,000	7	1865	67 1/2
2d Mortgage (Toledo and Ill.)	800,000	7	1865	67 1/2
3d Mortgage (Toledo and Ill.)	600,000	7	1865	67 1/2
*Vermont Central:				
1st Mortgage	---	7	---	17 1/2
2d Mortgage	---	---	---	1 1/2
Virginia Central:				
Mort., guaranteed by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82 1/2
Mortgage (coupons)	941,000	6	1884	---
Dividend, due 1865, '66 and '75	238,346	6	var.	---
Income (1859 to 1863)	168,382	7	var.	---
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1867	---
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82 1/2
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	---
3d Mortgage (Income)	431,000	6	1866	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	---
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	---
Western (Mass.):				
Sterling (\$299,900)	4,319,520	5	'68-'71	---
Albany City (Alb. and W. S.)	1,000,000	6	'66-'76	---
*Western Vermont:				
1st Mortgage	700,000	---	1861	---
Williamsport and Elmira:				
1st Mortgage	1,000,000	7	1890	68
Wilmington and Manchester:				
1st Mortgage	506,000	---	1866	70
2d Mortgage	1,000,000	---	---	---
Income	177,000	---	---	---
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	---	---
Sterling, issued in 1868	144,500	---	---	---
Company's, endorsed by State	203,500	---	---	---
Winchester and Potomac:				
Mortgage	130,000	6	1867	---
York and Cumberland:				
1st Mortgage	888,000	1	---	---

New York Stock Exchange.

Sale Prices for the week ending April 8, 1861.

Th. 23. F. 29. Sat. 30. M. 1. Tu. 2. W. 3

FEDERAL STOCKS:					
U. S. 5 1/2, 1874	89	---	89 1/2	---	---
U. S. 5 1/2, 1865	---	---	91 1/2	---	---
STATE STOCKS:					
California 7 1/2	---	---	87 1/2	87 1/2	---
Georgia 6 1/2	---	---	---	---	---
Illinois 5 1/2	---	---	---	---	---
Indiana 5 1/2	---	---	93	---	---
Kentucky 6 1/2	---	---	96	---	---
Louisiana 6 1/2	---	---	---	---	---
Maryland 6 1/2	---	---	---	---	---
Michigan 6 1/2	95	---	---	---	---
Minnesota 6 1/2	---	---	---	---	---
Missouri 6 1/2	60 1/2	---	60 1/2	66	66
New York 5 1/2, 1874	---	---	---	---	---
North Carolina 6 1/2	---	---	---	---	---
Ohio 6 1/2, 1860	98 1/2	---	98 1/2	---	---
Tennessee 6 1/2, 1860	76	75 1/2	75 1/2	75	75 1/2
Virginia 6 1/2	75 1/2	70 1/2	75 1/2	70 1/2	76
RAILROAD STOCKS:					
Chicago, Burl. and Q. 7 1/2	73 1/2	74	72 1/2	74 1/2	74
Chicago and Rock Isl. 5 1/2	55	57 1/2	57 1/2	57 1/2	57
Chicago and N. West.	---	---	---	---	---
Clev., Painesv. & Ash.	---	---	125	---	---
Clev. and Pittsburg	---	---	---	---	---
Clev. and Toledo	36 1/2	36	36 1/2	36 1/2	36
Del., Lack. and West.	---	---	---	---	---
Galena and Chicago	73 1/2	73	73	73 1/2	73
Hudson River	45 1/2	45 1/2	45 1/2	45 1/2	45
Illinois Central (serip)	81 1/2	81 1/2	81 1/2	81 1/2	81
Indianapolis and Cinc.	---	---	---	---	---
Michigan Central	65 1/2	65 1/2	65 1/2	65 1/2	67
M. & N. I. guard	39	38 1/2	39	39 1/2	38 1/2
M. & N. I. 1st	17 1/2	17 1/2	17 1/2	17 1/2	17
Milwaukee and Miss.	---	---	11	---	---
New Jersey Central	---	---	---	---	---
New York Central	73 1/2	73 1/2	73 1/2	73 1/2	73
New York and Erie	32	32	32 1/2	32 1/2	31 1/2
N. York and Harlem	16 1/2	16 1/2	16 1/2	16 1/2	16
N. Y. and H. "pref."	41	41	41 1/2	41 1/2	41
Panama	117	117	117	117	117 1/2
Phila. and Reading	44 1/2	45	44 1/2	44 1/2	43 1/2
RAILROAD BONDS:					
Buff. N. Y. & Erie 1 M.	---	---	---	---	---
Chic. and N. W. 1st M.	45	---	44	---	---
" 2d M.	18	18 1/2	19	---	---
" S. F.	---	---	---	---	---
Cl. & Tol. S. F. 7 p.c. '85	---	---	---	---	---
D. L. & W. 1 M. 8 p.c. '71-5	---	102 1/2	---	---	95 1/2
" 2 M. 8 p.c. '81	---	---	---	---	---
Gal. and Ch. 1 M. 8 p.c. '63	---	---	---	---	---
" 2 M. 8 p.c. '75	---	---	---	---	---
Hann. & St. J. 1 M. 8 p.c.	47	47	---	---	---
Hudson R. 1 M. 7 p.c. '69	104	---	100	---	---
" 2 M. 7 p.c. '60	---	---	---	---	---
" 3 M. 7 p.c. '75 90	90	90	---	---	---
Illinois Centr. 7 p.c. '75 102 1/2	102 1/2	102	102	97 1/2	97
" 6 p.c. '75 102 1/2	102 1/2	102	102	97 1/2	97
L. Erie & Wab. 1 M.	---	70	---	71	---
" 2 M.	---	36	---	---	---
Mich. Cen. S. F. 8 p.c. '82	102	102	103	---	---
" conv. 8 p.c. '60	---	99	99 1/2	99 1/2	---
Mich. Southern 1st M. 90	---	90	90	90	---
" 2d M. 66 1/2	---	66 1/2	66 1/2	67	66 1/2
" S. F.	---	86	---	---	---
M. S. & N. I. 1 M. S. F.	---	---	---	---	---
" 2 M. 8 p.c. '77	---	---	---	---	---
Northern Ind. 1 M.	---	---	---	---	---
" 2 M.	---	---	---	---	---
N. J. Central 1st M.	---	---	---	---	---
N. Y. C. 6 p.c. certif. '83	---	---	---	---	---
" 1 M. 7 p.c. '64	---	---	---	---	---
N. Y. & E. 1 M. 7 p.c. '67	---	105	---	---	---
" 2 M. 7 p.c. '64 100 1/2	---	---	---	---	---
" 3 M. 7 p.c. '83	---	---	---	---	---
" 4 M. 7 p.c. '80	92 1/2	93	94	94	---
" 5 M. 7 p.c. '83	---	---	---	---	---
" conv. 7 p.c. '62	---	---	---	---	---
" 7 p.c. '71	---	---	---	---	---
" S. F. '75	---	---	---	---	---
N. Y. & H. 1 M. 7 p.c. '73	100 1/2	---	101	101 1/2	---
" 2 M. 7 p.c. '64	---	---	---	---	---
" 3 M. 7 p.c. '67	---	---	80	---	---
Penn. 1 M. 7 p.c. conv. '88	---	---	---	---	---
" 2 M. 6 p.c. st'g '75	---	---	---	---	---
Ph. and Read. 6 p.c. '60	---	---	---	---	---
" 6 p.c. '70	---	---	---	---	---
T. H. and A. 1 M. 8 p.c. '72	---	---	---	---	---
" 2 M. 8 p.c. '70	33	---	---	---	---
BANK AND INSURANCE STOCK:					
Am. Exchange Bank	---	---	---	---	---
America, Bank of	---	---	---	---	---
Commerce, Bank of	94 1/2	---	---	95	---
Merchants' Exch. Bk.	100	85	---	---	---
Mercantile (Mar.) Ins.	---	---	---	---	---
Commonwealth Bank	---	---	---	---	---
Metropolitan Bank	105	---	---	---	---
MINING STOCK:					
Pittsburg	---	---	---	---	---
Rockland	---	---	---	19	---
Minnesota	---	---	---	73	---
Iso Royale	---	---	---	9	---
MISCELLANEOUS:					
Del. and Hnd. C. Co.	89 1/2	80 1/2	---	80	---
Cumberland Coal Co.	7 1/2	7	---	7 1/2	---
Penn's Coal Co.	80	80	85	85 1/2	85
Pacific Mail S. S. Co.	85 1/2	85	85	85 1/2	85
Canston	---	---	14 1/2	---	---
Brooklyn Water W. S. 100	---	---	100 1/2	---	---

The following are the closing prices in the

London Market on the 15th March:

United States 5 p. c. red. '74	79	to	81
Illinois Central 6 p. c. red. 1875	85	to	87
Do. 7 p. c. red. 1875	89	to	90
Do. do. Fr. L'd red. '60	92 1/2	to	93 1/2
Do. \$100 shares, all p'd	71	to	73
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	85	to	87
Do. do. 1st mortgage	---	---	---
(sinking fund), 1883	87	to	89
Do. \$100 shares	50	to	55
Michigan S. & N. Indiana 7 per ct.	---	---	---
(sinking fund) 1885	68	to	70
Do. \$100 shares	12	to	15
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876	92	to	94
Do. \$100 shares	69	to	71
New York and Erie 1st mortgage 7 per cent. 1867	92	to	94
Do. 2d mortgage, 1859	90	to	92
Do. 3d do. 1883, assented	79	to	80
Do. Bonds, 1862, '71, '75 do.	57	to	60
Do. Shares, assented	27 1/2	to	28 1/2
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	85	to	87
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. \$50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. \$50 shares	22	to	26

American Railroad Journal.

Saturday, April 6, 1861.

Share and Money Market.

The share market is in a very unsettled condition from the general conviction that we are on the eve of important events involving perhaps hostilities at some of the Southern Ports. The market, consequently, shows a decidedly downward tendency. Should the present warlike aspect of matters be realized, *panic* prices may be looked for.

Money, of course, in the absence of any employment for it, is very abundant. The New Government Loan was taken at 94 and a fraction, for six per cent. This is about 4 per cent. better than the last loan. The biddings exceeded four times the amount called for.

Minnesota Mining Company.

The annual report of this company gives an interesting and satisfactory statement of the progress of one of the oldest and most successful enterprises in the country. The product for the year has been 2,150 1/2 tons of copper, and the gross value \$656,594, while the price of copper has averaged 20 92-100 cents per lb. The net earnings have been \$210,766, or more than \$10 per share. The following table, compiled from the report, gives a comparative statement of the business and results of three years:

has increased from 1,834 tons in 1858 to 2,150 tons in 1860, while the net earnings are but slightly larger—a result entirely owing to the diminished market value of copper. The following statement of resources and liabilities for the fiscal year ending March 1, 1860, and March 1, 1861, will show the general condition of the company's affairs, and its available surplus assets for the two periods named:

RESOURCES.		
	1860.	1861.
Mineral on hand.....	\$189,180.00	\$171,261.00
Supplies on hand.....	97,768.83	112,208.19
Ingot copper on hand..	43,303.82	133,931.60
Bills & debts receivable..	47,757.57	44,568.71
Cash in Treasurer's h'ds.	12,987.97	32,094.50
Cash in agent's hands ..	14,032.32	6,857.14
Total.....	\$401,980.01	\$500,931.14
LIABILITIES.		
	1860.	1861.
Bills and debts payable..	\$114,155.77	\$134,246.49
Debts at mine Jan. 1...	67,150.70	78,395.42
Mining cost Jan. & Feb.	52,000.00	54,000.00
Total.....	\$233,306.47	\$266,641.91
Average surplus.....	171,673.54	235,289.23

Interest and Dividends.

The semi-annual interest, due April 1, 1861, on the second mortgage bonds of the Cleveland, Painesville and Ashtabula Railroad Company, will be paid on presentation at the Ocean Bank.

The interest due April 1, on the first mortgage bonds, of the New York and New Haven Railroad Company will be paid on presentation of the coupons at the office of the Treasurer or at the bank of the Republic, in this city.

The interest on the first mortgage bonds of the Cedar Falls and Minnesota Railroad Company, due April, 1, 1861, will be paid on and after that date on presentation at the office of Erastus Edgerton & Co., No. 112 Broadway.

The coupons due 1st April on bonds of Syracuse, Binghamton, and New York Railroad Company will be paid at the Continental Bank.

Incrustation of Steam Boilers.—A Remedy.

The formation of scale within the boiler is one of the greatest evils in the whole science and use of steam, and any positively harmless means for preventing the same should meet with every encouragement.

It is a well known fact, that the least possible coating of this non-conducting stone-lining, or crust, compels the use of larger quantities of fuel to generate steam, than when the boiler was new and clean. Standard English authority states the loss of fuel to one-sixteenth inch of the crust, at 14.7 per cent., and while we are suffering this waste of fuel (10 to 60 per cent. and even greater) we are overheating and burning the iron with this very excess of heat, so that, the thicker the scale the more heat necessary to penetrate it, and a new fire box, a patch, or a new set of flues is the early result. The item of repairs from this source alone, varies from 5 to 30 per cent. A remedy exists which fulfills the requirements of the case; and its continued use for the past five years by our most reliable railroad men, is sufficient guarantee of this fact. The material we refer to, is the Anti-Incrustation Powder made by the inventor H. N. WINANS, Esq., of this city. See his advertisement on last page. From our personal knowledge of the inventor and his sound common sense and practical chemical explanations of its

operations, we are satisfied, it is safe to use, efficient and cheap. This is supported by the opinions of such men as Ashabel Welsh and W. S. Congdon, Bel. Del. R. R.; A. S. Sweet, jr., Mich. Central R. R.; Col. Hammond, Chicago, B. & Quincy R. R., and Preserved Smith, Treas. Dayton and Michigan R. R., who writes, "it has become a fixed institution with us."

Finances of St. Louis.

The total bonded debt of the city of St. Louis, March 31, 1861, was as follows:

For railroads.....	\$1,599,000
" past indebtedness.....	711,500
" municipal purposes.....	525,700
" water works.....	490,000
" to purchase real estate.....	437,000
" public sewers.....	425,000
" old limit improvements.....	259,000
" harbor.....	239,000
" wharf.....	166,000
" district sewers.....	62,500

Amounting together to the sum of\$4,914,700

During the present fiscal year, the bonded debt has been reduced \$145,200. No new bonds have been issued this year. It is estimated that before the end of the year, the Fund Commissioner will retire seventy-five more bonds, which will make the bonded debt on the 6th day of April, the end of the present fiscal year \$4,829,700.

The floating debt will be about \$100,000; total debt therefore, \$4,929,700. On the 12th of April, 1858, the bonded debt of the city was \$5,207,296; and the floating debt \$248,000, making the total \$5,455,296. The reduction of the debt during these three years has been, therefore, \$525,596.

The receipts into the city Treasury from April 8th, 1860, to March 1st, 1861, were \$1,300,240, to which add cash on hand, \$89,128, making \$1,389,368.

The expenditures during the same time were \$1,356,486, leaving cash on hand \$32,882.

The greater portion of the receipts were from real estate taxes, amounting to \$871,936. Licenses produced \$125,340; market rents \$29,478; fines and fees \$13,528; wharfage \$54,707; water licenses \$104,322; sewer taxes \$31,772.

Of the expenditures, \$303,791 was for interest on the city debt; \$126,041 for the water works; \$90,000 for streets in the new limits; \$84,367 for public sewers; \$62,954 for repairing streets; \$70,503 for grading streets; \$60,962 for the Fire Department; \$98,725 for the Police Department; \$38,692 for lighting the city; \$42,853 for the Hospital and Quarantine; \$21,216 for cleaning streets, and smaller amounts for other purposes.

Cleveland and Toledo Railroad.

The Sinking Fund Bonds of this Company are offered in exchange for the various issues of the Junction and Toledo and Norwalk divisions, and the Cleveland and Toledo Income and Dividend Bonds. The Sinking Fund Bonds are secured on the main line of the Company's road, subject only to about \$820,000 of the Cleveland, Toledo and Norwalk 1st and 2d mortgages, and also by a sinking fund of 1 per cent. per annum on the funded debt of the Company. The absorption of the various bonds above named renders the Sinking Fund Bonds a first mortgage upon the entire property. Messrs. Carpenter & Vermilye, No. 44 Wall street, are agents for the Company, and will make the exchanges.

Delaware and Hudson Canal Company.

The business of this company for the year ending March 1, 1861, was as follows:

Sales of coal to March 1, 1861.....	\$2,051,442 20
Canal and railroad tolls collected ..	397,041 55
Profits of barges, etc.....	16,910 69
Coal on hand at Honesdale, Rondout, and New York, and on line of canal.....	248,321 40
	\$2,713,715 92
Coal on hand March 1, 1861, and purchased since.....	\$459,616 17
Mining coal.....	448,611 87
Railroad transportation and repairs.....	289,932 42
Canal repairs and superintendence.....	239,426 66
Freight of coal on canal.....	413,012 04
Labor and expenses at Rondout.....	59,370 36
Rent, salaries, current expenses, etc., N. Y. office.....	37,154 67
Coal yard and harbor expenses, taxes, interest, etc.....	234,845 28
	2,181,969 47
Net profits.....	\$531,746 45

—or a little over 7 per cent. on the capital stock of the company. The report says:

This result, while it is far from being what was hoped for at the opening of the season, cannot be justly regarded as discouraging; nor, when all the circumstances are considered, will it be likely in any degree to impair the confidence of the stockholders in the intrinsic value of their investment.

Preparations had been made for a large increase of production, and the operations of the Company were moving on steadily and satisfactorily until the 18th of June, when the work of mining was suddenly arrested by a general strike of the operatives. This strike continued for a longer or shorter period at the several openings, averaging, however for the whole work a duration of sixty-eight days, in that portion of the season best adapted for full and economical work.

The loss thus sustained, it will be readily seen, must have been very serious; but, large as it was, and great as must be the disappointment occasioned thereby, the Board can feel no doubt, that it was a wiser policy to submit to the present sacrifice, rather than by concessions to unreasonable demands, to lose that command of their own work which is essential to the permanent success of the Company. And while the Company, under its present management, will always aim to deal, not only justly, but generously with those in its employ, it will resist to the end and at any cost, every attempt, by combinations of workmen, to dictate the manner in which its business shall be conducted.

The canal was opened for navigation on the 1st day of May, and closed by ice on the 13th of December. Not a single break occurred during the season; and the regular movement of boats was not at any time seriously interrupted. An extraordinary freshet occurred in the month of February, causing the destruction of one of the Reservoir dams near Honesdale. The injury to the Company's works was small, and the accident will in no degree interfere with the resumption of work on the Canal at the usual time.

A statement of miscellaneous traffic is appended to this report. The whole amount of tolls received, it will be seen by reference to the statement, was \$397,041 55.

The Board regret that they cannot yet announce the termination of the suit against the Pennsylvania Coal Company, for the sum claimed to be due for additional tolls in consequence of the enlargement of the Canal. By an order of the Court, the time for the taking of testimony has been limited; and it is believed that the case will be closed on both sides within a very short

time, and that a decision will be had in the course of the present season. The amount now claimed by this Company for "additional tolls," and exclusive of other demands, exceeds \$1,100,000.

The extension and other alterations in the Company's railroad, which have been in progress for some years, were completed and brought into use during the past season; and in the month of October, a committee appointed at the last annual meeting, visited the works, for the purpose of inspecting the improvements, and of observing generally the condition and management of the Company's property. They were accompanied by the President, and several of the managers, and on their return made a very gratifying report, a copy of which was sent to each of the stockholders.

The Weehawken Dock is now ready for partial use, and during the coming season it will no doubt afford very valuable facilities, in enabling the Company to meet the demands of its customers in New York, and in the Eastern States. A considerable outlay is still required for the completion of this work; and it must be expected, that there will be annually larger or smaller sums needed for construction purposes, so long as it is deemed advisable to provide for an increase of productive capacity. The Board, however, believe that in future the sums required may be kept within the current income from the Company's business, and yet at the same time permitting a satisfactory return in dividends to the stockholders.

It will be seen that there is now in the Sinking Fund the sum of \$167,134 16, which will be increased, in accordance with the policy adopted by the Board, by a yearly contribution of one per cent. on the capital stock of the Company.

Arrangements have been made to bring to tide-water not less than 700,000 tons; and if only the very low prices which have obtained for the last few years, shall be realized in 1861, the result will not be likely to disappoint the reasonable expectations of the stockholders.

From a table appended to the report it appears that the receipts from tolls have increased from \$16,422 44, in 1830, to \$397,677 99 in 1860—the aggregate receipts in these years, or since the completion of the works, have been, \$4,901,294 23.

GENERAL BALANCE SHEET.

Canal	\$6,212,381 41
Railroad and equipment	1,978,067 13
Coal lands and other real estate	698,322 58
Dock at Weehawken	206,425 84
Canal boats, barges, steamboats, machinery, tools, etc.	329,939 47
Sinking fund for redemption of bonds	157,134 16
Bills and accounts receivable	332,108 98
Cash and demand loans	106,291 00
Cash on hand at New York, Rondout, and Honesdale, with advances on business of 1861	478,632 13
	\$10,484,302 70
Capital stock	\$7,500,000 00
7 per cent. bonds	1,484,000 00
Mortgages payable	119,019 63
Bills payable	579,430 71
Due depositors	61,869 86
Profit and loss account	739,982 50
	\$10,484,302 70

President—G. TALBOT OLYPHANT.

Vice-President—ROBERT SOUTTER.

Managers—John Wurts, Silas Holmes, Wm. S. Harriman, Charles N. Talbot, Edward J. Woolsey, G. Talbot Olyphant, Robert Ray, Samuel D. Schieffelin, Abiel A. Low, Robert L. Kennedy, John Schenck, James M. Hallett, Le Grand B. Cannon.

Treasurer—ISAAC N. SNEYOUR.

Secretary—JAMES C. HARTT.

Journal of Railroad Law.

CORPORATE FRANCHISE; CHARTER OF THE BLACK ROCK BRIDGE COMPANY; COMPENSATION REQUIRED FOR INJURIOUS CONSEQUENCES OF ERECTION.

In the charter of the Black Rock Bridge Company, incorporated for the purpose of building a bridge across the Schuylkill, there were two sections providing for compensation to be made for injuries that third parties might suffer by reason of the building of the bridge. The sixth section authorizes the company in general terms to take property necessary in the erection of their bridge, and provides a mode for making compensation. In the thirteenth section there is a special provision for damages that might be occasioned to one David R. Buckwalter, who owned a ferry in the neighborhood of the place where the company purposed to build the bridge.

Damages were assessed by referees under this provision, who allowed not only the immediate but the consequent damages, arising from the building of the bridge to the ferry property.

Upon motion of the Bridge Company the Common Pleas of Montgomery County, Pennsylvania, set aside the execution issued to compel the payment of the award; and Buckwalter, the plaintiff, appealed to the Supreme Court. The following is the opinion of the appellate tribunal.

THOMPSON, J. It would be a difficult proposition to maintain that the legislature, on granting corporate franchises to the defendants, could not do so upon the terms that they should pay and satisfy the plaintiff for any injury they might occasion to his ferry, because the damage might be in its nature consequential. That such damages may be claimed from and assessed against a company, if their organic law require it, has often been decided. This is not upon the ground that the constitution requires compensation to be made for such injuries. It does not. It is only for taking property under the right of eminent domain, that compensation is required by the constitution, to be made. Here the terms upon which the privilege was granted and accepted, that compensation beyond this should be made, became a contract, and the company should be willing to observe it; if not, the law will compel them to do so.

The matter first to be ascertained is, whether the terms of this charter require the payment of such damages as are claimed by the plaintiff. That settled, everything else is of easy solution.

The sixth section of the act authorizes the company to take property necessary in the erection of their bridge, and provides a mode for assessing damages consequent upon such taking. These provisions do not extend to the allowance of consequential damages; they provide only for the taking and making compensation for property within the meaning of the constitution, and for this they are ample.

In section thirteen, there is a special provision for the contingency of damages occurring to the plaintiff. In order that this section shall have any effect, it is to be presumed that these damages were not such as might arise from the taking of property, for that was provided for already.

What damage was in the contemplation of the Legislature? They chose to take notice of the fact, and declared that David R. Buckwalter "now

owns and maintains a ferry" across the Schuylkill and prohibited the location of the bridge within a half mile of it, unless upon his consent first had for that purpose. But if this could not be had, still the company might, if they deemed it expedient, first having the damages ascertained as provided for, locate within the interdicted distance, their bridge. It is hardly to be doubted that all this was to protect or compensate any injury to the ferry. It is impossible to discover any other object in these provisions.

The damages to be assessed seem to be pretty well defined in the section. After providing that they were to be ascertained by referees mutually to be chosen by the company and the plaintiff, and who were to be sworn, were to "go upon the premises and view and receive such other testimony as they may desire, and assess the damages, if any, which the said David R. Buckwalter may and shall sustain by reason of the erection of the bridge."

The requirement to pay any damages which may or shall have been sustained, has been holden to cover a claim for consequential damages; so has the expression all damages.

The words here require the payment of damages, "if any," by reason of the erection of the bridge. This last expression, in the connection in which it stands, is the same thing as "on account of," or "because of," the erection of the bridge. In this sense, the paragraph means any damage on account of its erection. The subjunctive or contingent form, if it does not lessen the import of the word "any," which means indefinite results or amounts, and, consequently, means all damages.

In this aspect, all injurious consequences or consequential damages, would be included.

I cannot for a moment doubt, that the Legislature had this in view, in introducing this special provision. Why should they have reorganized the existence of the ferry, attempted its protection, and in the same section in which the company are authorized to locate their bridge within a half mile of it, require them to obtain the owner's consent, or if not, to pay such damages as he might sustain, unless injury to the ferry was to be the basis of the assessment present and prospective? This was what they meant, or nothing; and it is our duty so to interpret the language used so as to give effect to every provision of the act. It was the duty, therefore, of the referees, to assess all damages, direct or consequential, which had or should be sustained by the plaintiff on account of injury to his ferry, and it is apparent they did so. It does not appear from anything before us, that merely speculative damages were at all allowed. Consequential damages are always in appearance, somewhat so. But there was no more necessity that they should be so here, than in case of injury by flooding or overflowing land, or for backing water on a mill wheel, so as to interrupt its workings occasionally. These have often been compensated as between individuals, and sometimes in cases of companies and individuals.

When the law allows such damages, it, of course, authorizes their assessment upon facts, opinions and approximate estimates. Because these are not demonstrably certain tests, it is no reason for disallowing them altogether, when

otherwise there is a duty to compensate those who have or shall suffer them.

The corporators here accepted the terms upon which the legislature were willing they should build a bridge. There was nothing unlawful in them, and they were not obliged to accept them; but having done so, they ought to be willing to live up to them, and we do not see that more has been required of them here.

It has been suggested that a ferry is not property within the constitutional meaning of the term. Grant that this is so, both the Legislature and corporators here, however, have treated it as property, and the latter have agreed to pay any damage which they may do to it. It was certainly competent for the legislature to grant the privilege to the company upon these terms, without regard to the precise nature of the property. They were supreme in this respect, and the company, in accepting their charter, engaged to observe all the conditions contained in it, and they cannot now escape from any of them by questioning their propriety or expediency; there being nothing unlawful contained in them.

The agreement for the reference, and the provision that a majority of the referees should make an award, it now appearing that all viewed the premises, dispenses with any necessity of inquiring as to their power to do so under the act of Assembly. The parties could regulate that if the act did not. For these reasons we think the court erred in setting aside the *fi. fa.* and striking off the award, and their action thereon must be reversed.

The order of the court is reversed, and the award directed to be re-instated: and the order setting aside the *fi. fa.* is also reversed.

Council Bluffs and St. Joseph Railroad.

This road will be, when finished, fifty miles in length, including all side tracks. It is designed to connect at the State line with the "Platte County Railroad," which is now finished to Savannah, north of St. Joseph, Mo., and soon will be finished to Forest City, about fifty miles north of St. Joseph. From Forest City the road will be constructed upon the Missouri River bottom—a level plain, where the grading will not cost over \$250 per mile and the road will be completed during the present season, (if money matters are not seriously disturbed by our national difficulties) to the north line of the State of Missouri, where the two roads will connect, and give to the citizens of Council Bluffs a railroad connection via the Hannibal and St. Joseph Railroad, with all the cities of the South and East.

The Council Bluffs and St. Joseph Railroad has a subscription to its stock amounting to over \$160,000, besides it has a large amount of lands which will be made valuable by its completion—one-third of the road is graded and timber and ties for tying one-half of the road is now upon the line—the contract for building the road is let to Mr. CHARLES HENDRIE, who is to complete the road in twelve months from the first day of January, 1861.

The road is now in such a situation, that with the aid of the citizens immediately interested in its construction, it could be finished during the present season. Nearly one-third of the grading is finished, and ties and timber for ties have been placed upon the line of the road, sufficient to tie it more than half of its length. All this has been done without the aid of Eastern capital, or creating one dollar of indebtedness—the company have paid as they went, and with a little aid from the citizens of Fremont, Mills and Pottawattamie Counties, the work will go steadily on to completion.—*Council Bluffs Bugle.*

Railways in Prussia.

Some official statistics have just appeared with regard to the development of railways in Prussia to the close of 1859. The facts stated are of considerable interest. It appears that the length of railway opened was 3,162 miles, of which 973½ miles were laid with double rails; and the capital employed was altogether £44,080,000, or £13,940 per mile. The number of passengers in 1859, exclusive of soldiers, was 19,279,668; and the quantity of merchandise conveyed was 11,904,761,012 tons. The total receipts amounted to £5,399,440, or £1,707 per mile, while the working expenses amounted to £811 per mile, or 46 per cent. The average of the dividends paid in 1859 was 5.36 per cent. as compared with 5.88 per cent. in 1858, a diminution ascribed to the dullness of trade and the fact that the new "sections" opened yielded but a comparatively small return. Thus the receipts per mile were £2,009 in 1857, £1,841 in 1858, and £1,707 in 1859. The falling off is principally apparent in the diminution of passengers traveling long distances, the proportion of such passengers to those making short trips having been 1 to 2.1 in 1859, as compared with 1 to 1.9 in 1858. Of the 19,279,668 passengers conveyed in 1859, 346,567, or 1.8 per cent. were first class; 3,324,299, or 17.2 per cent. second class; 9,807,454, or 51.3 per cent., third class; and 5,911,348, or 29.7 per cent., fourth class (although fourth class tickets are only partially issued and have only been recently introduced). The average distance traveled by the fourth class passengers was 17 miles, while the third class traveled 21 miles, the second class 35 miles, and the first class 40 miles.—*Herapath.*

Trade with the Seceded States.

The Secretary of the Treasury of the seven seceded States has issued a pamphlet of instructions for regulating the introduction of goods into the Confederate States of America from foreign and contiguous territory over railway routes, of which the following is a synopsis:

It first provides that "Revenue Stations," at which shall reside an officer of the customs, shall be established at certain points nearest to the line of the Confederate States, the presiding officer to discharge all the duties now exercised by collectors of customs over importations by sea. Immediately upon the arrival of any train, the conductor is to produce to the Revenue Guard a manifest of all goods brought into the Confederate States, which manifest is to give a description of the packages and contents, where taken on board, by whom forwarded, to whom consigned, and the place of destination. The Revenue Guard is to board all trains, and see that the goods are placed in separate cars from those in which the mails or passengers are conveyed, and to place on such cars locks of the Confederate States, a duplicate manifest of such cars to be forwarded to the revenue officer at the first depot to which the cars are destined.

On the arrival of the train at the point designated, the original manifest, with the goods, must be delivered to the Revenue Guard, under the regulations governing bonded warehouses, and such officer is to give a permit for the merchandise to proceed to a further destination. Goods not subject to duty, to be landed at interior places on such railroad, or its connections, are to be permitted to remain on board the train, and to proceed to such destination, on the conductor furnishing a schedule in detail to the revenue officer. Dutiable goods also may be immediately forwarded to their destination on permits from the revenue officers.

The baggage of passengers passing over the railroad routes is to be subject to the inspection of the revenue officer, and if containing no article subject to duty, shall be landed at the places for which it is destined; the revenue officer to paste on the valise, carpet-bag, or trunk, a permit to deliver. Baggage containing dutiable goods is to be placed in the car with the merchandise, under

the revenue lock, and handed over to the revenue officer at the point of destination.

Goods subject to duty may be bonded and transferred to other parts of the Confederate States, where they are to be delivered to the collector. Packages not required for samples may be delivered to the importer on his paying the duty estimated on the entry, and executing a bond in the manner and form now required by law and the treasury regulations of the Confederate States.

All railroad companies over whose lines goods are intended to be introduced, from foreign or contiguous territory, are authorized to do so on filing in the treasury department a bond executed to the Confederate States, obligating themselves to the faithful execution of the revenue laws, so far as relates to the correctness of the manifest and their custody of the merchandise, under which they are to be responsible for all frauds committed or attempted by conductors, or others in their employ.

Buffalo and New York City Railroad.

The purchasers of this road announce to the bondholders that they are prepared, without waiting for the time allowed by their bid, to purchase the bonds and detached coupons secured by the mortgage, at their office, No. 11 Pine st., N.Y., at the following rates, being the proportionate amounts of the bid:

For each bond, with coupons from July, 1854, to January, 1859, inclusive, 10 coupons	\$140 00
For each bond with—	
9 coupons of above dates	126 00
8 " " " "	112 00
7 " " " "	98 00
6 " " " "	84 00
5 " " " "	70 00
For each detached coupon	14 00

"Holders of bonds with ten matured coupons of above dates attached may receive, at their option, in lieu of cash, scrip for a new bond for 20 per cent. of the par value of the principal, secured by a mortgage of the property purchased, and a lease to the Erie Railway Company upon its organization, to be issued upon the reorganization of the Company.

"The bondholders are requested to present their bonds and coupons immediately, as the option to take bonds must expire on the 20th May, when the balance of the bid not paid by us in cash or scrip, becomes payable to the Referee."

The bid of the purchasers was \$98,000 and the legal expenses, which gives the above amount when distributed.

Southern Pacific Railroad.

We learn from the Louisville Journal that a meeting of the stockholders in this road was held in that city on the 15th ult., at which V. K. Stevenson, Esq., the President of the road, gave an account of his recent visit to Europe with a view to closing a contract with a French Company to construct the road across Texas, and possibly to California, but the negotiations were suspended until the political differences in this country were settled.

Mr. Stevenson purchased one thousand tons of iron, on his own account, of Mr. George Peabody, which the company could take or not, as the Directors saw proper.

He also alluded to the work that had been done upon the road, by which twenty miles of the fifty necessary to be finished before the company could avail itself of the guaranteed assistance of Texas, had been graded and only required the iron work to be finished, when the company would have a paying line of 93 miles and 800,000 acres of land as a basis of credit.

Mr. Stevenson urged the payment of \$1 per share—half cash and half in six months—on the part of the stockholders, to save the company from being crushed out and destroyed. By this means a fund of \$500,000 could be realized. The matter was referred to a committee, to report upon the method of raising the subscription.

Illinois Central Railroad.

The following is a comparative statement of the business of this road for the first three months in each of the following years:

	1859.	1860.	1861.
Land sales...	\$141,013 47	\$98,919 57	\$479,900 58
Cash collected	126,185 40	122,439 46	184,826 82
Traffic.....	417,380 64	581,176 80	831,688 30

Total.....\$684,579 51 802,535 88 1,496,415 70

The sale of lands by the Company has already assumed larger figures than in the Winter months of any previous year. Since the 1st of October the sales exceed one million of dollars, and chiefly to small farmers, averaging between sixty to seventy acres to each purchaser. The letters of inquiries from all sections of the country are increasing, and the emigration to Illinois promises to be immense this Spring.

Memphis and El Paso Railroad Company.

At a meeting of the directors of this company, recently held at Clarksville, Red River Co., Col. Bennett was elected President, to succeed Mr. S. H. Morgan, resigned. The *Standard* says:

The freight on the iron was provided for, and in four weeks probably, there will be a commencement of track laying from Moore's Landing westward. The twenty-five miles advertised for grading from Robinsville to five miles west of Paris, were let on satisfactory terms to Capt. J. H. Pratt; large claims against the company were adjusted by land scrip, at fifty cents per acre. The company is almost entirely out of debt, and in a condition to move onward, notwithstanding the hard times. One hundred and forty-six miles are now under contract. Fifty miles from Moore's towards Clarksville are ready for the iron, which will be put down immediately. Twenty-five miles of it are now purchased, and at Alexandria and New Orleans, will be first put up.

Railways in Australasia.

There are eight railways radiating from Melbourne in different directions, from three stations. The Suburban, a competing line with part of the Brighton, has been opened to Prahran and East St. Kilda. This railway has another branch to Hawthorne. The following is a list of those now in operation:—Melbourne, St. Kilda, and Brighton, 8 miles; Melbourne and Sandridge, 2½; Melbourne and Williamstown, 9; Melbourne and Geelong, 47; Melbourne and Sunbury, 24; Melbourne and Essendon, 4½; the Suburban two branches, 7—total 102 miles. The Sandhurst will be opened to Woodend, about 22 miles beyond Sunbury, in March, or April. The practicability of street tramways is under discussion in the City Council, and locomotives on common roads are actually in use in new South Wales.

Atlantic and Gulf Railroad.

We take pleasure in announcing that the contractor is now laying the iron on this road within the corporate limits of Thomasville. The cars are expected to make regular trips from this place to Savannah early in next month.—*Thomasville Reporter*.

Lumber Trade of Sandusky.

The receipts of lumber, etc., at Sandusky, during the year 1860 were as follows:

Lumber, feet.....	21,644,670
Shingles, M.....	17,262,789
Lath, M.....	8,844,260
Cedar Posts, number.....	18,808

A suspension bridge is now being constructed by Mr. J. A. Roebling over the Kentucky River, on the Lexington and Danville Railroad, which will have a span of 1,224 feet from centre to centre of the towers, over a chasm 300 feet deep. When completed, it will be the longest single span in the world.

At the annual election for Directors of the Pittsburg, Fort Wayne and Chicago Road, held on the 27th ult., there were 56,527 votes polled, and the old Board were elected without opposition.

The Wilmington *Republican* states that a route is being surveyed for a branch of the Marietta and Cincinnati Railroad from New Viena to Dayton. It would doubtless be of great utility.

RAILROAD IRON AT CARDIFF, WALES.

1,000 TONS 56 lbs., Erie pattern, ready for immediate shipment from above port.

THEODORE DEHON,
10 Wall St.,
NEAR BROADWAY.

March 27, 1861.

Railroad Iron at New Orleans.

500 TONS light T rail, deliverable as above without delay. Apply to

THEODORE DEHON,
10 Wall st., near Broadway.

March 6th, 1861.

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1½ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT, Supt.
Boston, Nov. 24, 1860.

EDWIN J. HORNER, SUCCESSOR TO McDANIEL & HORNER,



LOCOMOTIVE AND RAILROAD
CAR SPRING
MANUFACTURER,
WILMINGTON, DELAWARE.

NIAGARA STEAM FORGE,

COR. PERRY ST. AND OHIO BASIN SLIP.

T. D. PATCHIN, Lessee,
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MANUFACTURE to order all kinds of Light and Heavy Forgings and Hammered Shapes, such as

Car Axles, Crank Axles,
TRUCK AND DRIVING AXLES,

Steamboat and Propeller Shafts and Cranks.
MILL SHAFTS, LOCOMOTIVE FRAMES, CONNECTING
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Wrought Shafting of any Length and Size, etc., etc.
Also, Every Description of HEAVY BLACKSMITHING.

Orders or inquiry by mail, will receive prompt attention.
Address T. D. PATCHIN, BUFFALO, N. Y.

OIL! OIL! PEASE'S IMPROVED ENGINE and SIGNAL OIL,

FOR
RAILROADS, STEAMERS, PROPELLERS,
AND FOR EVERY CLASS OF

MACHINERY AND BURNING.

PRACTICAL TESTS, by Engineers and Machinists, of Thousands of Gallons, prove this Oil to be superior for Burning, and TWENTY-FIVE per cent. more durable than Sperm Oil, for Lubricating, and the only Oil that is in all cases reliable, that will keep bearings cool, and

WILL NOT GUM.
In no case has it failed to meet the approval of the consumer.

The SCIENTIFIC AMERICAN and MANUFACTURER'S JOURNAL, after testing this Oil, pronounce it superior to any other for Lubricating.—For sale ONLY by the Inventor

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Reliable orders filled for any part of the United States or Europe.

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ALSO, IMPORTERS OF

RAPESEED OIL,
(Best known substitute for sperm as a lubricator).

HAVING become largely identified with Railroads, Machine Shops, etc., we are enabled to furnish oils particularly adapted to their use, at the very lowest price.

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PATENT MACHINE FORGED BOLTS AND NUTS.

WE are now manufacturing these goods at our Works at BOONTON, N. J.—In the manufacture of the Nuts, the patented device of the "Double Punch," viz, two punches operating from opposite sides towards the centre of the Nut, forces into the body of the Nut most of the Iron which in all other processes is punched out, and also condenses the Iron around the Bolt hole; thus ensuring the greatest strength in the Screw Thread, and making a Nut **SUPERIOR TO ANY** made by hand or the ordinary machine processes. In size they are made according to the standard approved and adopted by our best Machinists and Engine Builders. The mode of making Bolts is such as to produce an upset solid head, perfectly true on all sides, and of uniform size. The Iron used is of our own manufacture, and we guaranty it of superior quality.

We invite consumers to make trial of them, and will furnish **SAMPLES** and **PRICE LIST** on application.

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BOUGHT AND SOLD
Either privately or at the Board of Brokers.

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RAILROAD IRON,
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AXLES, CHAIRS,
SPIKES, TOOLS,
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New York, January, 1890.

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BAGGAGE CHECKS.
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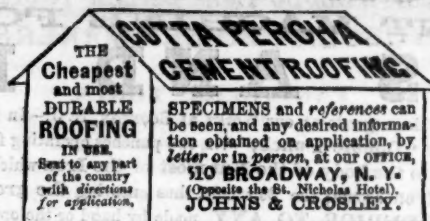
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IN Rolls which anybody can put on; waterproof, elastic, durable, fire-proof; needs no repairs; costs about half as much as Tin, and lasts twice as long.
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500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

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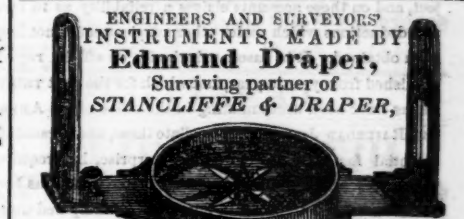
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